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1962-63 Edition**UNITED STATES GOVERN-
MENT ORGANIZATION
MANUAL**

[Revised as of June 1, 1962]

Official handbook of the Federal Govern-
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Rules and Regulations

Title 7—AGRICULTURE

Chapter VII—Agricultural Stabilization and Conservation Service (Agricultural Adjustment), Department of Agriculture

[Amdt. 4]

PART 722—COTTON

Subpart—Regulations Pertaining to Acreage Allotments for the 1962 Crop of Upland Cotton

TRANSFER OF FARM ALLOTMENTS IN DESIGNATED COUNTIES WHICH HAVE FLOODS OR EXCESSIVE RAINFALL

The purpose of this amendment is to add Carroll County, Mississippi, to the list of Mississippi counties designated by the State committee pursuant to Public Law 87-446 approved April 27, 1962 (76 Stat. 64) which amends section 344(n) of the act to provide for transfer of farm allotments in designated counties which have flood or excessive rainfall preventing the timely planting or replanting of a substantial portion of the 1962 farm allotments. The amendment contained herein is issued pursuant to the Agricultural Adjustment Act of 1938, as amended (52 Stat. 31, as amended; 7 U.S.C. 1281 et seq.).

In order that the county committees may perform their assigned functions in connection with the transfer of allotments, it is essential that this amendment be made effective as soon as possible. Accordingly, it is hereby determined and found that compliance with the notice and public procedure requirements and the 30-day effective date requirement of section 4 of the Administrative Procedure Act (60 Stat. 238; 5 U.S.C. 1003) is impracticable and contrary to the public interest and this amendment shall be effective upon filing of this document with the Director, Office of the Federal Register.

Section 722.517, paragraph (k) (2) of the regulations pertaining to acreage allotments for the 1962 crop of upland cotton, as amended (26 F.R. 9966, 11472, 11851, 11887; 27 F.R. 5254), is further amended by adding Carroll County to the list of counties designated for Mississippi.

(Secs. 344(n), 375; 72 Stat. 186, as amended; 52 Stat. 66, as amended; 7 U.S.C. 1344(n), 1375)

Effective date: Date of filing this document with the Director, Office of the Federal Register.

Signed at Washington, D.C., on July 19, 1962.

H. D. GODFREY,
Administrator, Agricultural Stabilization and Conservation Service.

[F.R. Doc. 62-7357; Filed, July 25, 1962; 8:57 a.m.]

Chapter IX—Agricultural Marketing Service (Marketing Agreements and Orders), Department of Agriculture

PART 921—FRESH PEACHES GROWN IN DESIGNATED COUNTIES IN WASHINGTON

Determination Relative to Expenses and Fixing of Rate of Assessment for 1962-63 Fiscal Period

Pursuant to the marketing agreement and Order No. 921 (7 CFR Part 921), regulating the handling of fresh peaches grown in designated counties in Washington, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the proposals submitted by the Washington Fresh Peach Marketing Committee (established pursuant to said marketing agreement and order), it is hereby found and determined that:

§ 921.201 Expenses and rate of assessment for the 1962-63 fiscal period.

(a) *Expenses.* The expenses that are reasonable and likely to be incurred by the Washington Fresh Peach Marketing Committee, established pursuant to the provisions of the aforesaid marketing agreement and order, to enable such committee to perform its functions, in accordance with the provisions thereof, during the fiscal period beginning April 1, 1962, and ending March 31, 1963, will amount to \$10,918.

(b) *Rate of assessment.* The rate of assessment, which each handler who first handles peaches shall pay as his pro rata share of the aforesaid expenses in accordance with the applicable provisions of said marketing agreement and order is hereby fixed at seventy-five cents (\$0.75) per ton of peaches so handled by such handler during such fiscal period.

It is hereby further found that it is impracticable, unnecessary, and contrary to the public interest to give preliminary notice, and engage in public rule-making procedure, and good cause exists for not postponing the effective date hereof until 30 days after publication in the FEDERAL REGISTER (5 U.S.C. 1001-1011) in that (1) shipments of peaches are now being made; (2) the relevant provisions of said marketing agreement and this part require that the rate of assessment fixed for a particular fiscal period shall be applicable to all assessable peaches from the beginning of such period; and (3) the current fiscal period began April 1, 1962, and the rate of assessment herein fixed will automatically apply to all assessable peaches beginning with such date.

Terms used in the marketing agreement and order shall, when used herein, have the same meaning as is given to

the respective term in said marketing agreement and order.

(Secs. 1-19, 48 Stat. 31, as amended; 7 U.S.C. 601-674)

Dated: July 23, 1962.

FLOYD F. HEDLUND,
Director, Fruit and Vegetable
Division, Agricultural Marketing Service.

[F.R. Doc. 62-7356; Filed, July 25, 1962; 8:56 a.m.]

PART 922—APRICOTS GROWN IN DESIGNATED COUNTIES IN WASHINGTON

Determination Relative to Expenses and Fixing of Rate of Assessment for 1962-63 Fiscal Period

Pursuant to the marketing agreement, as amended, and Order No. 922, as amended (7 CFR Part 922), regulating the handling of apricots grown in designated counties in Washington, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the proposals submitted by the Washington Apricot Marketing Committee (established pursuant to said amended marketing agreement and order), it is hereby found and determined that:

§ 922.201 Expenses and rate of assessment for the 1962-63 fiscal period.

(a) *Expenses.* The expenses that are reasonable and likely to be incurred by the Washington Apricot Marketing Committee, established pursuant to the provisions of the aforesaid marketing agreement and order, to enable such committee to perform its functions, in accordance with the provisions thereof, during the fiscal period beginning April 1, 1962, and ending March 31, 1963, will amount to \$5,841.

(b) *Rate of assessment.* The rate of assessment, which each handler who first handles apricots shall pay as his pro rata share of the aforesaid expenses in accordance with the applicable provisions of said amended marketing agreement and order is hereby fixed at one dollar (\$1.00) per ton of apricots so handled by such handler during such fiscal period.

It is hereby further found that it is impracticable, unnecessary, and contrary to the public interest to give preliminary notice, and engage in public rule-making procedure, and good cause exists for not postponing the effective date hereof until 30 days after publication in the FEDERAL REGISTER (5 U.S.C. 1001-1011) in that (1) shipments of apricots are now being made; (2) the relevant provisions of said marketing agreement and this part require that the rate of assessment fixed for a particular fiscal period shall be

applicable to all assessable apricots from the beginning of such period; and (3) the current fiscal period began on April 1, 1962, and the rate of assessment herein fixed will automatically apply to all assessable apricots beginning with such date.

Terms used in the amended marketing agreement and order shall, when used herein, have the same meaning as is given to the respective term in said amended marketing agreement and order.

(Secs. 1-19, 48 Stat. 31, as amended; 7 U.S.C. 601-674)

Dated: July 20, 1962.

PAUL A. NICHOLSON,
Deputy Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[F.R. Doc. 62-7323; Filed, July 25, 1962; 8:50 a.m.]

PART 923—SWEET CHERRIES GROWN IN DESIGNATED COUNTIES IN WASHINGTON

Determination Relative to Expenses and Fixing of Rate of Assessment for 1962-63 Fiscal Period

Pursuant to the marketing agreement and Order No. 923 (7 CFR Part 923), regulating the handling of sweet cherries grown in designated counties in Washington, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the proposals submitted by the Washington Cherry Marketing Committee (established pursuant to said marketing agreement and order), it is hereby found and determined that:

§ 923.201 Expenses and rate of assessment for the 1962-63 fiscal period.

(a) *Expenses.* The expenses that are reasonable and likely to be incurred by the Washington Cherry Marketing Committee, established pursuant to the provisions of the aforesaid marketing agreement and order, to enable such committee to perform its functions, in accordance with the provisions thereof, during the fiscal period beginning April 1, 1962, and ending March 31, 1963, will amount to \$9,272.

(b) *Rate of assessment.* The rate of assessment, which each handler who first handles cherries shall pay as his pro rata share of the aforesaid expenses in accordance with the applicable provisions of said marketing agreement and order is hereby fixed at ninety cents (\$0.90) per ton of cherries so handled by such handler during such fiscal period.

(c) *Reserve.* Unexpended assessment funds, in excess of expenses incurred during the fiscal period ended March 31, 1962, shall be carried over as a reserve in accordance with the applicable provisions of § 923.42 of the marketing agreement and order.

It is hereby further found that it is impracticable, unnecessary, and contrary to the public interest to give preliminary notice, and engage in public

rule-making procedure, and good cause exists for not postponing the effective date hereof until 30 days after publication in the FEDERAL REGISTER (5 U.S.C. 1001-1011) in that: (1) shipments are now being made in volume; (2) the relevant provisions of said marketing agreement and this part require that the rate of assessment fixed for a particular fiscal period shall be applicable to all assessable cherries from the beginning of such period; and (3) the current fiscal period began on April 1, 1962, and the rate of assessment herein fixed will automatically apply to all assessable cherries beginning with such date.

Terms used in the marketing agreement and order, shall, when used herein, have the same meaning as is given to the respective term in said marketing agreement and order.

(Secs. 1-19, 48 Stat. 31, as amended; 7 U.S.C. 601-674)

Dated: July 20, 1962.

PAUL A. NICHOLSON,
Deputy Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[F.R. Doc. 62-7324; Filed, July 25, 1962; 8:50 a.m.]

PART 987—DOMESTIC DATES PRODUCED OR PACKED IN A DESIGNATED AREA OF CALIFORNIA

Volume Regulation; Withholding in Advance of the Crop Year

Pursuant to the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), Marketing Order No. 987, as amended (7 CFR Part 987), regulating the handling of domestic dates produced or packed in a designated area of California was amended by an amendatory order signed July 13, 1962, by the Assistant Secretary of Agriculture. The amended marketing order, as thereby further amended, was published in the FEDERAL REGISTER July 19, 1962 (27 F.R. 6818). A change included therein and which became effective upon publication was the addition of a new sentence to § 987.45(d) which provides that: "Any handler who during a crop year disposes in restricted outlets of a quantity of marketable dates in excess of his restricted obligation of such crop year may have such excess quantity of marketable dates credited to his restricted obligation of the subsequent crop year: *Provided*, That the amount of any such credit shall not exceed that established by the Committee, with the approval of the Secretary, as the percentage of such restricted obligation."

The Date Administrative Committee, established under the marketing order and responsible for program operations, has unanimously recommended the limitations to be applied during the 1962-63 crop year and during succeeding crop years.

Based upon the recommendation of the Committee and other available information, it is hereby found that to establish such limitations, as hereinafter set forth, will tend to effectuate the declared policy of the act.

Therefore, it is hereby ordered, That § 987.145 be amended by adding a new paragraph (g) to read as follows:

§ 987.145 Volume regulation.

(g) *Withholding in advance of the crop year.* Any handler disposing of marketable dates in restricted outlets in excess of his restricted obligation during a crop year may upon request to the Committee, have such excess credited to his restricted obligation of the following crop year subject to the following limitations: (1) The excess disposition exceeds 199 pounds, and (2) the amount of excess disposition credited shall not exceed 25 percent of the handler's restricted obligation of the crop year beginning August 1, 1962, nor 10 percent of the obligation of any subsequent crop year.

It is hereby further found that it is impracticable, unnecessary, or contrary to the public interest to give preliminary notice and engage in public rule making procedure, and that good cause exists for not postponing the effective time of this action until 30 days after publication in the FEDERAL REGISTER (5 U.S.C. 1003 (a) and (c)), in that: (1) The provision permitting the crediting of excess disposition of marketable dates in restricted outlets in the 1961-62 crop year to handlers' restricted obligations of the 1962-63 crop year has been made effective (27 F.R. 6818); (2) this action imposes no burden on handlers, but implements a program provision conferring benefits; and (3) it is imperative that handlers know the extent of the credit in order to plan their operations during the remainder of the 1961-62 crop year ending July 31, 1962.

(Secs. 1-19, 48 Stat. 31, as amended; 7 U.S.C. 601-674)

Dated July 20, 1962, to become effective upon publication in the FEDERAL REGISTER.

PAUL A. NICHOLSON,
Deputy Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[F. R. Doc. 62-7325; Filed, July 25, 1962; 8:50 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter III—Federal Aviation Agency

SUBCHAPTER C—AIRCRAFT REGULATIONS

[Reg. Docket No. 1237, Amdt. 467]

PART 507—AIRWORTHINESS DIRECTIVES

Beech Model 278 Propellers

A proposal to amend Part 507 of the regulations of the Administrator to include an airworthiness directive requiring inspection of the hubs on Beech Model 278 propellers and replacement of any cracked hubs was published in 27 F.R. 5439.

Interested persons have been afforded an opportunity to participate in the making of the amendment. No objections were received.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (25 F.R. 6489), § 507.10(a) of Part 507 (14 CFR Part 507), is hereby amended by adding the following new airworthiness directive:

Beech. Applies to all Model 278 propellers with more than 200 hours' time in service installed in single engine tractor type aircraft such as Beech Model A45 (T-34A), B45, D45 (T-34B), H35, and subsequent Bonanza aircraft.

Compliance required as indicated.

Cracks have occurred in the welded joint where the aft side of the hub barrel is joined to the hydraulic cylinder. Such cracks could lead to serious oil loss.

(a) Within the next 25 hours of time in service after the effective date of this AD, and thereafter within each 100 hours' time in service, remove the propeller spinner and visually inspect for cracks and oil leaks in the weld area where the aft side of the hub barrel is joined to the hydraulic cylinder.

(b) At each propeller overhaul inspect the hub by magnetic particle inspection or FAA approved equivalent method. Give particular attention to the weld area where the aft side of the barrel is joined to the hydraulic cylinder.

(c) Replace cracked parts with new parts prior to further flight.

Note: Repairs are not permissible.

Beech Propeller Service Bulletin No. 6 dated January 1962, applies to this subject.)

This amendment shall become effective August 27, 1962.

(Secs. 313(a), 601, 603; 72 Stat. 752, 775, 776; 49 U.S.C. 1354(a), 1421, 1423)

Issued in Washington, D.C., on July 20, 1962.

G. S. MOORE,
Acting Director,
Flight Standards Service.

[F.R. Doc. 62-7298; Filed, July 25, 1962; 8:46 a.m.]

SUBCHAPTER E—AIR NAVIGATION REGULATIONS

[Airspace Docket No. 62-WA-62]

PART 601—DESIGNATION OF CONTROLLED AIRSPACE, REPORTING POINTS, POSITIVE CONTROL ROUTE SEGMENTS, AND POSITIVE CONTROL AREAS

Alteration of Amendment Revoking Restricted Areas

On June 26, 1962, there was published in the FEDERAL REGISTER (27 F.R. 5981) amendments to Parts 600, 601, and 608 of the regulations of the Administrator. These actions revoked Restricted Areas R-6304, R-6305, R-6306, R-6307, and R-6308 in the vicinity of Webb and Reese Air Force Bases, Texas and realigned and redescribed in part the airways in this area.

Certain control area extensions in this area contain reference to the revoked restricted areas in their descriptions. Additionally, the airway actions included the revocation of a north alternate to VOR Federal airway No. 76 between Big Spring, Texas, and San Angelo, Texas. This airway segment is used to define the southwest boundary of the Abilene, Texas, control area extension. Action is taken herein to delete references to the revoked restricted areas

and to redefine the southwest boundary of the Abilene control area extension. These changes will not increase the present extent of controlled airspace in the Webb-Reese area.

Since these actions impose no additional burden on any person, compliance with section 4 of the Administrative Procedures Act is unnecessary and the effective date of the rule as initially adopted may be retained.

In consideration of the foregoing and pursuant to the authority delegated to me by the Administrator (25 F.R. 12582), effective immediately, Airspace Docket No. 62-WA-62 (27 F.R. 5981) is hereby amended by adding the following actions:

1. In the text of § 601.1137 (14 CFR 601.1137) "R-6308 and" is deleted.

2. In the text of § 601.1206 (14 CFR 601.1206) "The portion of this control area extension that coincides with R-6305 and R-6307 shall be used only after obtaining prior approval from the appropriate authority." is deleted.

3. In the text of § 601.1239 (14 CFR 601.1239) "The portion of this control area extension which coincides with R-6304, R-6305, and R-6308 shall be used only after obtaining prior approval from the appropriate authority." is deleted.

4. In the text of § 601.1360 (14 CFR 601.1360) "on the S and SW by VOR Federal airway No. 76 N alternate," is deleted and "on the S by VOR Federal airway No. 76 N alternate and on the SW by VOR Federal airway No. 76," is substituted therefor. At the end of the text "The portion of this control area extension that coincides with R-6308 shall be used only after obtaining prior approval from the appropriate authority." is deleted.

(Sec. 307(a), 72 Stat. 749; 49 U.S.C. 1348)

Issued in Washington, D.C., on July 19, 1962.

CLIFFORD P. BURTON,
Chief, Airspace Utilization Division.

[F.R. Doc. 62-7297; Filed, July 25, 1962; 8:46 a.m.]

[Airspace Docket No. 62-EA-45]

PART 601—DESIGNATION OF CONTROLLED AIRSPACE, REPORTING POINTS, POSITIVE CONTROL ROUTE SEGMENTS, AND POSITIVE CONTROL AREAS

Designation of Control Zone

On June 12, 1962, a notice of proposed rule making was published in the FEDERAL REGISTER (27 F.R. 5571) stating that the Federal Aviation Agency proposed to designate a control zone at the Dulles International Airport, Chantilly, Va.

No adverse comments were received regarding the proposed amendment.

Interested persons have have afforded an opportunity to participate in the making of the rule herein adopted, and due consideration has been given to all relevant matter presented.

The substance of the proposed amendment having been published, therefore, pursuant to the authority delegated to me by the Administrator (25 F.R. 12582) and for the reasons stated in the notice,

Part 601 (14 CFR Part 601) is amended by adding the following section:

§ 601.2513 Chantilly, Va. (Dulles International Airport), control zone.

Within a 5-mile radius of the Dulles International Airport (latitude 38°56'39" N., longitude 77°27'22" W.); within 2 miles either side of the Dulles runway 1-R ILS localizer S course extending from the 5-mile radius zone to the runway 1-R ILS OM; within 2 miles either side of the Dulles runway 19-R ILS localizer N course extending from the 5-mile radius zone to 2 miles N of the runway 19-R ILS OM; within 2 miles either side of the Herndon, Va., VOR 161° radial extending from the 5-mile radius zone to the VOR; and within 2 miles either side of the extended centerline of runway 30 extending from the 5-mile radius zone to 4 miles NW of the lift-off end of runway 30.

This amendment shall become effective 0001 e.s.t. October 1, 1962.

(Sec. 307(a), 72 Stat. 749; 49 U.S.C. 1348)

Issued in Washington, D.C., on July 23, 1962.

CLIFFORD P. BURTON,
Chief, Airspace Utilization Division.

[F.R. Doc. 62-7352; Filed, July 25, 1962; 8:56 a.m.]

Title 16—COMMERCIAL PRACTICES

Chapter I—Federal Trade Commission

[Docket C-95]

PART 13—PROHIBITED TRADE PRACTICES

Berger, Saul & Garfunkel Furs, et al.

Subpart—Furnishing false guaranties:
§ 13.1053 *Furnishing false guaranties:*
§ 13.1053-35 *Fur Products Labeling Act.*
Subpart—Invoicing products falsely:
§ 13.1108 *Invoicing products falsely:*
§ 13.1108-45 *Fur Products Labeling Act.*
Subpart—Misbranding or mislabeling:
§ 13.1255 *Manufacture or preparation:*
§ 13.1255-30 *Fur Products Labeling Act.*
Subpart—Neglecting, unfairly or deceptively, to make material disclosure:
§ 13.1865 *Manufacture or preparation:*
§ 13.1865-40 *Fur Products Labeling Act.*

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; sec. 8, 65 Stat. 179; 15 U.S.C. 45, 69f) [Cease and desist order, Berger, Saul & Garfunkel Furs, Inc., New York, N.Y., et al. Docket C-95, Mar. 14, 1962]

In the Matter of Berger, Saul & Garfunkel Furs, Inc., a Corporation, and Alfred Saul, Oslas Garfunkel, and Henry Berger, Individually and as Officers of Said Corporation

Consent order requiring manufacturing furriers in New York City to cease violating the Fur Products Labeling Act by labeling and invoicing artificially colored furs as natural; failing to show on labels and invoices when furs were bleached, dyed, etc.; and representing falsely that they had a continuing guaranty on file with the Commission.

The order to cease and desist, including order requiring report of compliance therewith, is as follows:

It is ordered, That respondents Berger, Saul & Garfunkel Furs, Inc., a corporation, and its officers, and Alfred Saul, Osiar Garfunkel, and Henry Berger, individually and as officers of said corporation, and respondents' representatives, agents and employees, directly or through any corporate or other device, in connection with the introduction, or manufacture for introduction, into commerce, or the sale, advertising or offering for sale, in commerce, or the transportation or distribution in commerce of any fur product; or in connection with the sale, manufacture for sale, advertising, offering for sale, transportation or distribution, of any fur product which has been made in whole or in part of fur which has been shipped and received in commerce as "commerce", "fur" and "fur product" are defined in the Fur Products Labeling Act do forthwith cease and desist from:

1. Misbranding fur products by:

A. Representing directly or by implication on labels that the fur contained in fur products is natural, when such is not the fact.

B. Failing to affix labels to fur products showing in words and figures plainly legible all the information required to be disclosed by each of the subsections of section 4(2) of the Fur Products Labeling Act.

2. Falsely or deceptively invoicing fur products by:

A. Representing directly or by implication on invoices that the fur contained in fur products is natural, when such is not the fact.

B. Failing to furnish invoices to purchasers of fur products showing all the information required to be disclosed by each of the subsections of section 5(b) (1) of the Fur Products Labeling Act.

3. Furnishing a false guaranty that any fur product is not misbranded, falsely invoiced or falsely advertised when the respondents have reason to believe that such fur product may be introduced, sold, transported or distributed in commerce.

It is further ordered, That the respondents herein shall, within sixty (60) days after service upon them of this order, file with the Commission a report in writing setting forth in detail the manner and form in which they have complied with this order.

By the Commission.

Issued: March 14, 1962.

[SEAL] JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 62-7301; Filed, July 25, 1962;
8:47 a.m.]

[Docket C-96]

PART 13—PROHIBITED TRADE PRACTICES

Kimber Farms, Inc., et al.

Subpart—Cutting off access to customers or market: § 13.535 *Contracts restricting customers' handling of competing products*. Subpart—Maintaining

resale prices: § 13.1130 *Contracts and agreements*.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; 15 U.S.C. 45) [Cease and desist order, Kimber Farms, Inc. (Fremont, Calif.), et al., Docket C-96, Mar. 14, 1962]

In the Matter of Kimber Farms, Inc., a Corporation; and Kimberchiks, Inc., a Corporation

Consent order requiring the Fremont, Calif., developer of hybrid chickens known as "Kimberchiks" produced by crossing different white leghorn strains, to cease restricting its dealers or distributors as to where or to whom they might sell its poultry, fixing their prices, inducing them not to handle other such chickens, and impeding expansion of their business.

The order to cease and desist, including further order requiring report of compliance therewith, is as follows:

It is ordered, That respondent, Kimber Farms, Inc., a corporation, and respondent Kimberchiks, Inc., a corporation, their officers, directors, representatives or employees, directly or through any corporate or other device, in connection with the offering for sale, sale or distribution of poultry and poultry products in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from:

1. Putting into effect, maintaining or enforcing any merchandising or distribution plan or policy under which contracts, agreements or understandings are entered into with dealers in or distributors of such poultry and poultry products or with dealers in or distributors of poultry and poultry products which are or may be obtained by breeding parent stock poultry sold, leased or otherwise made available by or through respondents which have the purpose or effect of:

(a) Limiting, allocating or restricting the geographical area in which, or the persons to whom, any dealer or distributor may sell or solicit sales of such poultry and poultry products; or

(b) Fixing, establishing or maintaining the prices at which such poultry and poultry products may be sold by any dealers therein or distributors thereof; or

(c) Requiring or inducing, or attempting so to do, any dealer or distributor of such poultry and poultry products to refrain from selling or soliciting sales of such poultry and poultry products in any specified geographical area or to or from any specified persons.

(d) Requiring any dealer or distributor of such poultry and poultry products to refrain from handling, dealing in or distributing any other poultry and poultry products; or

(e) Impeding, restricting or limiting in any way, or attempting so to do, the expansion of the business of any dealer in or distributor of such poultry and poultry products.

2. Entering into, continuing or enforcing, or attempting to enforce, any contract, agreement or understanding with any dealer in or distributor of their poultry products, or the poultry and

poultry products which are or may be obtained by breeding poultry sold, leased or otherwise made available by or through respondents, for the purpose or with the effect of establishing or maintaining any merchandising or distribution plan or policy prohibited by paragraph 1 of this order.

It is further ordered, That the respondents herein shall, within sixty (60) days after service upon them of this order, file with the Commission a report in writing setting forth in detail the manner and form in which they have complied with this order.

By the Commission.

Issued: March 14, 1962.

[SEAL] JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 62-7302; Filed, July 25, 1962;
8:47 a.m.]

[Docket 8141]

PART 13—PROHIBITED TRADE PRACTICES

West-Ward, Inc., et al.

Subpart—Advertising falsely or misleadingly: § 13.40 *Conditions of manufacture*; § 13.175 *Quality of product or service*; § 13.265 *Tests and investigations*.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; 15 U.S.C. 45) [Modified cease and desist order, West-Ward, Inc., et al., New York, N.Y., Docket 8141, Mar. 16, 1962]

In the Matter of West-Ward, Inc., a Corporation, and Samuel G. Goldstein, Individually and as an Officer of Said Corporation

Order modifying, as justified by changed conditions of fact, order of Mar. 1, 1961 (26 F.R. 4448, May 24, 1961), against New York City drug distributors by eliminating the general requirement that they cease to claim they had an adequate quality control system.

The modified order to cease and desist is as follows:

It is ordered, That respondents, West-Ward, Inc., a corporation, and its officers, and Samuel G. Goldstein, individually and as an officer of said corporation, and respondents' representatives, agents and employees, directly or through any corporate or other device, in connection with the offering for sale, sale or distribution of drugs or food do forthwith cease and desist, directly or indirectly:

1. Disseminating or causing to be disseminated any advertisement by means of the United States mails or by any means in commerce, as "commerce" is defined in the Federal Trade Commission Act, which advertisement:

(a) Misrepresents the nature or extent of the procedures used by them in the manufacture, preparation or distribution of drugs or food;

(b) Represents, directly or indirectly:

(1) That a quantitative analysis is made of each of respondents' preparations to determine the amount of each of the active ingredients contained therein, unless such is the fact.

(2) That respondents have established the stability as to potency or disintegration characteristics of their enteric coated tablets, unless such is the fact.

(3) That respondents perform assays in their own laboratories on all of the preparations offered for sale and sold by them.

2. Disseminating or causing the dissemination of any advertisement by any means for the purpose of inducing or which is likely to induce, directly or indirectly, the purchase in commerce, as "commerce" is defined in the Federal Trade Commission Act, of said preparations, which advertisement contains any of the terms or representations prohibited in paragraph 1 hereof.

By the Commission.

Issued: March 16, 1962.

[SEAL] JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 62-7303; Filed, July 25, 1962;
8:47 a.m.]

Title 17—COMMODITY AND SECURITIES EXCHANGES

Chapter II—Securities and Exchange Commission

[Release 34-6851]

PART 240—GENERAL RULES AND REGULATIONS UNDER THE SECURITIES EXCHANGE ACT OF 1934

Disclosure in Equity Funding, Life Funding, or Secured Funding Trans- actions

On May 22, 1962, the Securities and Exchange Commission published its opinion that the offer or sale of securities under a program which contemplates that the securities sold to the customer will be used as collateral for a loan, the proceeds of which are to be used to pay the premium on a life insurance policy sold to the customer at or about the same time (an activity which in various forms has come to be known as "equity funding," "secured funding," or "life funding") generally involves the offer and sale of an additional security, i.e., an investment contract, required to be registered under the Securities Act of 1933.¹ On the same day, in Securities Exchange Act Release No. 6809 and in the FEDERAL REGISTER of June 2, 1962 (27 F.R. 5204), the Commission gave notice that it had under consideration a proposal to adopt Rule 15c2-5 under the Securities Exchange Act of 1934 (§ 240.15c2-5 of Title 17, CFR), to prohibit a broker or dealer from arranging a loan for a customer to whom a security is sold, unless, before the transaction is entered into, the broker or dealer reasonably determines that the transaction, including the loan arrangement, is suitable for the customer

and delivers to him a written statement setting forth certain material information. The proposed rule contained provisions to exempt extensions of credit or loan arrangements by broker-dealers subject to Regulation T (12 CFR Part 220), where the credit is extended or the loan arranged in compliance with that regulation only for the purpose of purchasing or carrying the security. The Commission has carefully considered the comments and suggestions on the proposal and has adopted the rule in the form stated below, effective August 31, 1962.

Section 15(c) (2) of the Act makes it unlawful for a broker or dealer to effect, induce or attempt to induce a transaction in a nonexempt security otherwise than on a national securities exchange in connection with which he engages in any fraudulent, deceptive or manipulative act or practice; and provides that the Commission shall, by rules and regulations, define and prescribe means reasonably designed to prevent such acts and practices.

As adopted, Rule 15c2-5 (§ 240.15c2-5) will make it unlawful for any broker or dealer to offer, sell or attempt to induce the purchase of any security by any person if the broker or dealer, in connection therewith, offers to extend any credit to or to arrange any loan for such person, or participates in arranging any such loan or credit, unless, before any part of the transaction is entered into, the broker or dealer, delivers to him a written statement setting forth certain information about the specific arrangement being offered to him. This would generally require particularized information which goes beyond the general information contained in the Securities Act prospectus delivered to the customer and would have to inform the customer, with reference to the individual transaction, of the exact nature and extent of his obligations including, among other things, the specific charges he will incur in each period during which the loan may continue or be extended, the risks and disadvantages which he will incur, and the commissions and other remuneration to be received by the broker or dealer, by all other persons in a control relationship to him, and by any other person participating in the transaction. The rule also requires the broker or dealer to obtain from such person information concerning his financial situation and needs, to reasonably determine that the entire transaction, including the loan arrangement, is suitable for the customer, and to deliver to him a written statement setting forth the basis upon which this determination was made. If, in connection with the transaction, it is contemplated that the prospect will cancel existing life insurance, the written statement delivered to the prospect before the transaction is entered into would have to disclose the disadvantages, if any, which the prospect will incur because of this. Among other things, this may require disclosure that the premium on the new life insurance is higher than the premium on the old insurance; that the purchaser may be

incurring additional expense because he is paying the "acquisition costs" twice—once when the cancelled policy was purchased and again to acquire the new policy; that it may take a specified additional period of time for the dividends or the cash value of the new policy to equal those under the old policy; and that under the new policy the prospect may lose the benefits of the "incontestability provision" because the period during which the insurer may contest the policy for specified reasons (e.g., certain medical disabilities) may have expired under the prospect's old insurance policy and he may be required to "wait through" this period under the new policy.

Since the rule is not intended to reach the traditional margin transaction made by a broker-dealer subject to Regulation T (12 CFR Part 220), it specifically provides that it is not applicable to an extension of credit or the arrangement of a loan by a broker-dealer subject to Regulation T if the credit is extended or the loan arranged, in compliance with the requirements of that regulation, only for the purpose of purchasing or carrying the securities offered or sold.

Commission action. The Commission, acting pursuant to the provisions of the Securities Exchange Act of 1934, as amended, particularly sections 23(a) and 15(c) (2) thereof, and deeming such action necessary and reasonably designed to prevent fraudulent, deceptive and manipulative acts and practices, and necessary for the execution of its functions under the Act, hereby adopts § 240.15c2-5 as stated below, effective August 31, 1962.

§ 240.15c2-5 Disclosure and other requirements when extending or arranging credit in certain transactions.

(a) It shall constitute a "fraudulent, deceptive or manipulative act or practice" as used in section 15(c) (2) of the Act for any broker or dealer to offer or sell any security to, or to attempt to induce the purchase of any security by, any person, in connection with which such broker or dealer, directly or indirectly, offers to extend any credit to or to arrange any loan for such person, or extends to or participates in arranging any loan for such person, unless such broker or dealer, before any purchase, loan or other related element of the transaction is entered into:

(1) Delivers to such person a written statement setting forth the exact nature and extent of (i) such person's obligations under the particular loan arrangement, including, among other things, the specific charges which such person will incur under such loan in each period during which the loan may continue or be extended, (ii) the risks and disadvantages which such person will incur in the entire transaction, including the loan arrangement, and (iii) all commissions, discounts, and other remuneration received and to be received, in connection with the entire transaction including the loan arrangement, by the broker or dealer, by any person controlling, controlled by, or under common control with

¹ Securities Act Release No. 4491, published also in the FEDERAL REGISTER of June 2, 1962 (27 F.R. 5190).

the broker or dealer, and by any other person participating in the transaction; and

(2) Obtains from such person information concerning his financial situation and needs, reasonably determines that the entire transaction, including the loan arrangement, is suitable for such person, and delivers to such person a written statement setting forth the basis upon which the broker or dealer made such determination.

(b) This section shall not apply to any credit extended or any loan arranged by any broker or dealer subject to the provisions of Part 220 of Title 12 of the Code of Federal Regulations (Regulation T issued by the Board of Governors of the Federal Reserve System) if such credit is extended or such loan is arranged, in compliance with the requirements of such regulation, only for the purpose of purchasing or carrying the security offered or sold.

(Sec. 15(c) (2), 23(a), 48 Stat. 895, 901, as amended, 15 U.S.C. 78o, 78w)

By the Commission.

ORVAL L. DuBOIS,
Secretary.

JULY 17, 1962.

[F.R. Doc. 62-7317; Filed, July 25, 1962;
8:50 a.m.]

Title 21—FOOD AND DRUGS

Chapter I—Food and Drug Administration, Department of Health, Education, and Welfare

SUBCHAPTER B—FOOD AND FOOD PRODUCTS

PART 121—FOOD ADDITIVES

Subpart F—Food Additives Resulting From Contact With Containers or Equipment and Food Additives Otherwise Affecting Food

CLOSURES WITH SEALING GASKETS FOR FOOD CONTAINERS

The Commissioner of Food and Drugs, having evaluated the data submitted in petitions filed by Chemical Products Corporation, King Philip Road, East Providence 14, Rhode Island; Glasurit-Werke M. Winkelmann, Aktiengesellschaft, Hamburg, Germany; W. R. Grace and Company, Cambridge, Massachusetts; and Anchor Hocking Glass Company, Lancaster, Ohio; and other relevant material, has concluded that the following food additive regulation should issue with respect to closures with sealing gaskets for containers intended for packaging or holding food. Therefore, pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409 (c) (1), 72 Stat. 1786; 21 U.S.C. 348(c) (1)), and under the authority delegated to the Commissioner by the Secretary of Health, Education, and Welfare (25 F.R. 8625), the food additive regulations

(21 CFR Part 121) are amended by adding to Subpart F the following new section:

§ 121.2550 Closures with sealing gaskets for food containers.

Closures with sealing gaskets may be safely used on containers intended for use in producing, manufacturing, packing, processing, preparing, treating, packaging, transporting, or holding food in accordance with the following prescribed conditions:

(a) Closures for food containers are manufactured from substances generally recognized as safe for contact with food; substances that are subject to the provisions of prior sanctions; substances authorized by regulations in this Subpart F; and closure-sealing gaskets, as further prescribed in this section.

(b) Closure-sealing gaskets and overall discs are formulated from substances identified in § 121.2514(b), with the exception of § 121.2514(b) (3) (xxxi) and (xxxii) and other optional substances, including the following:

(1) Substances generally recognized as safe in food.

(2) Substances used in accordance with the provisions of a prior sanction or approval within the meaning of section 201(s) of the act.

(3) Substances that are the subject of regulations in this Subpart F and used in accordance with the conditions prescribed.

(4) Substances identified in subparagraph (5) of this paragraph, used in amounts not to exceed those required to accomplish the intended physical or technical effect and in conformance with any limitation provided; and further provided that any substance employed in the production of closure-sealing gasket compositions that is the subject of a regulation in this Subpart F or of an extension of the effective date relating to substances used in such food-packaging material conforms with the identity or specifications prescribed.

(5) Substances that may be employed in the manufacture of closure-sealing gaskets include:

TABLE 1

List of substances	Limitations (expressed as percent by weight of closure-sealing gasket composition)
Balata rubber.....	
Cork (cleaned, granulated).....	
Dextrin.....	
Di-2-ethylhexyl adipate.....	
Eicosane (technical grade) (water-white mixture of predominantly straight-chain paraffin hydrocarbons averaging 20 carbon atoms per molecule).....	
Epoxidized linseed oil.....	
Epoxidized linseed oil modified with trimellitic anhydride.....	
Epoxidized safflower oil modified with trimellitic anhydride.....	
Epoxidized soybean oil modified with trimellitic anhydride.....	
Ethylene-propylene copolymer.....	
Ethylene-vinyl acetate copolymer.....	

TABLE 1—Continued

List of substances	Limitations (expressed as percent by weight of closure-sealing gasket composition)
Gutta-percha.....	
Natural rubber (crepe, latex, mechanical dispersions).....	
Vinyl chloride-vinyl stearate copolymer.....	
Arachidyl-behenyl amide (C ₂₀ -C ₂₂ fatty acid amides).....	Less than 5% in closure-sealing gasket composition.
Disodium phosphate.....	Do.
Erucyl amide.....	Do.
Maleic anhydride-polyethylene copolymer.....	Do.
Maleic anhydride-styrene copolymer.....	Do.
Stearic acid amide.....	Do.
Azodicarbonamide.....	Less than 2% in closure-sealing gasket composition.
Calcium tin stearate.....	Do.
Calcium zinc stearate.....	Do.
Coco amide (coconut oil fatty acids amides).....	Do.
Di-2-ethylhexyl sebacate.....	Do.
Ethoxylated octyl phenol containing 8-10 mols ethylene oxide (polyoxyethylated octyl phenol (8-10 mols ethylene oxide)).....	Do.
Glyceryl mono-12-hydroxy stearate (hydrogenated glyceryl ricinoleate).....	Do.
Hydrogenated castor oil.....	Do.
Polysorbate 80 (polyoxyethylene (20) sorbitan monooleate).....	Do.
Potassium propionate.....	Do.
Tin-zinc stearate.....	Do.
Activated carbon.....	Less than 1% in closure-sealing gasket composition.
Benzyl alcohol.....	Do.
Dibetanaphthyl <i>p</i> -phenylenediamine.....	Do.
Dihexyl ester of sodium sulfosuccinate.....	Do.
2,2'-Dihydroxy-3,3'-di(α-phamethylcyclohexyl)-5,5'-dimethyl-diphenylmethane.....	Do.
Edible monofatty acid ester of polyethylene glycol 400.....	Do.
Hexamethylenetetramine.....	Do.
Hexylene glycol.....	0.5%.
Oleyl Alcohol.....	Less than 1% in closure-sealing gasket composition.
Paraformaldehyde.....	Do.
Polyethylene glycol (mol. wt. over 300).....	Do.
Polyoxypropylene - polyoxyethylene condensate, average mol. wt. 2750-3000.....	0.05%.
Polyoxyethylene (20) sorbitan mono-laurate.....	Less than 1% in closure-sealing gasket composition.
Potassium benzoate.....	Do.
Potassium perchlorate.....	Do.
Potassium and sodium persulfate.....	Do.
Sodium cetyl sulfate.....	Do.
Sodium decyl benzenesulfonate.....	Do.
Sodium decyl sulfate.....	Do.
Sodium formaldehyde sulfoxylate.....	0.05%.
Sodium lauryl sulfate.....	Less than 1% in closure-sealing gasket composition.
Sodium lignin sulfonate.....	0.2%.
Sodium myristyl sulfate (sodium tetradecyl sulfate).....	0.6%.
Sodium and potassium pentachlorophenate.....	0.05%.
Sodium <i>o</i> -phenylphenate.....	0.05%.
Sodium salt of naphthalenesulfonic acid condensed with formaldehyde.....	0.2%.
Sodium salt of triisopropyl naphthalenesulfonic acid.....	0.6%.
Sodium tridecylsulfate.....	Less than 1% in closure-sealing gasket composition.
Sorbitan monostearate.....	Do.
Sulfated tallow.....	

TABLE 1—Continued

List of substances	Limitations (expressed as percent by weight of closure-sealing gasket composition)
Dibenzamide phenyl disulfide.....	For use only in vulcanized natural or synthetic rubber gasket compositions.
Dipentamethylene thiuramtetrasulfide.....	Limit 1.0% in closure-sealing gasket composition.
Mercaptolimidazole.....	Limit 0.4% in closure-sealing gasket composition.
Poly-p-dinitroso benzene (activator for butyl rubber).	Limit 1.0% in closure-sealing gasket composition.
Zinc dibutylthiocarbamate.....	Less than 1% in closure-sealing gasket composition.
	Limit 0.8% in closure-sealing gasket composition.

(c) The closure assembly to include the sealing gasket or sealing compound, together with any polymeric or resinous coating, film, foil, natural cork, or glass that forms a part of the food-contact surface of the assembly, when extracted on a suitable glass container with a solvent or solvents characterizing the type of foods, and under conditions of time and temperature characterizing the conditions of its use as determined from Tables 3 and 4 shall yield net chloroform-soluble extractives (corrected for zinc as zinc oleate) not to exceed the tolerances specified in Table 2, calculated on the basis of the water capacity of the container on which the closure is to be used. Employ the analytical method described in § 121.2514, adapting the procedural details to make the method applicable to closures; such as, for example, placing the closed glass container on its side to assure contact of the closure's food-contacting surface with the solvent.

TABLE 2—MAXIMUM EXTRACTIVES TOLERANCES

Type of closure-sealing gasket composition	Chloroform fraction of water extractives	Chloroform fraction of heptane extractives	Chloroform fraction of alcohol extractives
	Parts per million	Parts per million	Parts per million
1. Plasticized polymers, including unvulcanized or vulcanized or otherwise cured natural and synthetic rubber formed in place as over-all discs or annular rings from a hot melt, solution, plastisol, organisol, mechanical dispersion, or latex.	50	500	50
2. Preformed over-all discs or annular rings of plasticized polymers, including unvulcanized natural or synthetic rubber.	50	250	50
3. Preformed over-all discs or annular rings of vulcanized plasticized polymers, including natural or synthetic rubber.	50	50	50
4. Preformed over-all discs or annular rings of polymeric or resinous-coated paper, paperboard, plastic, or metal foil substrates.	50	250	50
5. Closures with sealing gaskets or sealing compositions as described in 1, 2, 3, and 4, and including paper, paperboard, and glassine used for dry foods only.	(1)	(1)	(1)

¹ Extractability tests not applicable.

TABLE 3—TYPES OF FOOD

- I. Nonacid (pH above 5.0), aqueous products; may contain salt or sugar or both, and including oil-in-water emulsions of low- or high-fat content.
- II. Acidic (pH 5.0 or below), aqueous products; may contain salt or sugar or both, and including oil-in-water emulsions of low- or high-fat content.
- III. Aqueous, acid or nonacid products containing free oil or fat; may contain salt, and including water-in-oil emulsions of low- or high-fat content.
- IV. Dairy products and modifications:
 - A. Water-in-oil emulsions, high- or low-fat.
 - B. Oil-in-water emulsions, high- or low-fat.
- V. Low-moisture fats and oils.
- VI. Beverages:
 - A. Containing alcohol.
 - B. Nonalcoholic.
- VII. Bakery products.
- VIII. Dry solids (no end-test required).

TABLE 4—TEST PROCEDURES WITH TIME-TEMPERATURE CONDITIONS FOR DETERMINING AMOUNT OF EXTRACTIVES FROM CLOSURE-SEALING GASKETS, USING SOLVENTS SIMULATING TYPES OF FOODS AND BEVERAGES

Conditions of use	Types of food (see Table 3)	Extractant		
		Water (time and temperature)	Heptane ¹ (time and temperature)	8% alcohol (time and temperature)
A. High temperature heat-sterilized (e.g., over 212° F.).	I, IV-B	250° F., 2 hr.	150° F., 2 hr.	
B. Boiling water-sterilized.	III, IV-A, VII	250° F., 2 hr.	150° F., 2 hr.	
	II	212° F., 30 min.	120° F., 30 min.	
C. Hot filled or pasteurized above 150° F.	III, VII	212° F., 30 min.	120° F., 30 min.	
	II, IV-B	Fill boiling, cool to 100° F.	120° F., 15 min.	
	III, IV-A	Fill boiling, cool to 100° F.	120° F., 15 min.	
D. Hot filled or pasteurized below 150° F.	V	150° F., 2 hr.	100° F., 30 min.	150° F., 2 hr.
	II, IV-B, VI-B	150° F., 2 hr.	100° F., 30 min.	
	III, IV-A	150° F., 2 hr.	100° F., 30 min.	
	V	120° F., 24 hr.	70° F., 30 min.	
E. Room temperature filled and stored (no thermal treatment in the container).	II, IV-B, VI-B	120° F., 24 hr.	70° F., 30 min.	
	III, IV-A	120° F., 24 hr.	70° F., 30 min.	
	V			120° F., 24 hr.
F. Refrigerated storage (no thermal treatment in the container).	VI-A			
	I, II, III, IV-A, IV-B, VI-B, VII	70° F., 48 hr.	70° F., 30 min.	
G. Frozen storage (no thermal treatment in the container).	VI-A			
	I, II, III, IV-B, VII	70° F., 24 hr.		70° F., 48 hr.

¹ Heptane extractant not applicable to closure-sealing gaskets overcoated with wax.

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Any person who will be adversely affected by the foregoing order may at any time within 30 days from the date of its publication in the FEDERAL REGISTER file with the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington 25, D.C., written objections thereto. Objections shall show wherein the person filing will be adversely affected by the order and specify with particularity the provisions of the order deemed objectionable and the grounds for the objections. If a hearing is requested, the objections must state the issues for the hearing. A hearing will be granted if the objections are supported by grounds legally sufficient to justify the relief sought. Objections may be accompanied by a memorandum or brief in support thereof. All documents shall be filed in quintuplicate.

Effective date. This order shall be effective on the date of its publication in the FEDERAL REGISTER.

(Sec. 409(c)(1), 72 Stat. 1786; 21 U.S.C. 348(c)(1))

Dated: July 20, 1962.

JOHN L. HARVEY,
Deputy Commissioner
of Food and Drugs.

[F.R. Doc. 62-7334; Filed, July 25, 1962; 8:52 a.m.]

Title 38—PENSIONS, BONUSES, AND VETERANS' RELIEF

Chapter I—Veterans Administration PART 21—VOCATIONAL REHABILITATION AND EDUCATION

Subpart B—Education of Korean Conflict Veterans Under 38 U.S.C. Ch. 33

MISCELLANEOUS AMENDMENTS

1. In § 21.2032, paragraph (b) and that portion of paragraph (d) preceding subparagraph (1) are amended to read as follows:

§ 21.2032 Change of program.

(b) *What constitutes a change of program.* (1) A change of program is considered to consist of a change in the predetermined and identified educational, professional, or vocational objective for which the veteran entered education or training and the corresponding changes in the type of training and courses or curriculum which may be required to attain the new objective, except that

(i) A change of program will not be considered to exist when, in the area where the training is pursued, the pursuit of the veteran's first program is a prerequisite to or is generally required for entrance into and successful pursuit of the second program. For example a change from a program consisting of a bachelor of arts degree course to a program consisting of a master's degree course will not be considered a change

of program. Also, a change from a program consisting of an A.B. degree course and a masters' degree course leading to the objective master's degree, to a program consisting of an A.B. degree course and an LL.B. degree course for the final objective bachelor of laws degree, will not be considered a change of program if the change is made at any point before commencement of the master's degree phase of the first program. The credits earned toward the A.B. degree are considered to be prerequisite for entrance into the second program at the level at which the change is made.

(ii) Similar modifications of other types of approved programs of education and training need not be considered a change of program when the elements completed under one approved program are required or are accepted for entrance into pursuit of the modified program at the level of advancement attained in the previous program.

(2) Where a veteran has made a change of program under this law, a change from his second program back to his original program shall be considered a second change of program except under the conditions stated in subparagraph (1) (i) and (ii) of this paragraph.

(3) A transfer from one accredited institution to another accredited institution or from one nonaccredited institution to another nonaccredited institution or from one training establishment to another training establishment will be considered only a change of institution or training establishment and not a change of program when the following conditions are met:

(i) The program leads to the same educational, professional, or vocational objective, and

(ii) The change does not involve a loss of credit which results in an extension of the time originally required for completion of the veteran's program.

(4) A transfer from a nonaccredited school to an accredited school or from a school to an on-the-job training establishment or vice versa, will be considered only a change of institution and not a change of program when all of the following conditions are met:

(i) The courses comprising each program, while not necessarily of the same length, are of a length or lengths which are customary in the area where offered for the attainment of the predetermined and identified objective and are approved by the State approving agency for the established customary length.

(ii) The two programs lead to the same predetermined and identified objective, and

(iii) Full credit in point of time is given by the second school or establishment for work completed in the program pursued at the first school or establishment.

(5) The application of a veteran who interrupts the on-the-job phase of his apprenticeship program for a change of program to pursue all or an incompleting portion of the related phase of his program as a program within itself, may be

approved only under the following conditions:

(i) The requested program of education will in itself lead to a predetermined and identified objective as defined in § 21.2030(d),

(ii) The veteran has not already utilized the one change of program permitted under the law, and

(iii) He commences the program of education on or before his deadline date, since the related phase of such a program may not be considered to be in normal progression from the whole program.

(d) *Adjustments not considered a change of program.* A revision which involves neither a change of objective, a material loss of credit nor an extension of the time originally planned for completion of a veteran's program will be considered an adjustment and not a change of program. For example, when a veteran enrolls for a program leading to the degree bachelor of science in agriculture, bachelor of science in business administration, etc., or for a 4-year undergraduate curriculum for which he has shown a professional objective, such as, "agronomist," "chemist," "teacher," or "engineer," his objective for the purpose of this paragraph shall be considered to be "bachelor's degree"—meaning a standard 4-year undergraduate degree—and so long as the subjects which he pursues lead to that objective and there is no extension of time in the attainment of that objective, no change of program is involved whether the student remains in the same institution or transfers to another.

2. In § 21.2056(b) (5), subdivision (i) is amended to read as follows:

§ 21.2056 Effective date of change or discontinuance of education or training allowance.

* * * * *

(b) * * *

(5) * * *

(i) School, flight, or on-the-job training enrollments reported to Veterans Administration, but no certifications of training received for first 2 months—end of first reporting period.

3. In § 21.2203(a) (6), subdivisions (ii) and (iv) are amended to read as follows:

§ 21.2203 Approval of accredited courses.

(a) Accredited courses. * * *

(6) * * *

(ii) The course is offered on a semester or quarter hour basis and requires at least 2 full-time academic years for completion; and

* * * * *

(iv) The course leads to an educational objective, i.e., associate degree or diploma in the field of business.

(72 Stat. 1114; 38 U.S.C. 210)

These regulations are effective July 26, 1962.

[SEAL]

W. J. DRIVER,
Deputy Administrator.

[F.R. Doc. 62-7332; Filed, July 25, 1962; 8:52 a.m.]

Title 49—TRANSPORTATION

Chapter I—Interstate Commerce Commission

[Ex Parte No. MC-40 (Sub No. 1)]

SUBCHAPTER A—GENERAL RULES AND REGULATIONS

PART 7—LIST OF FORMS—PART II INTERSTATE COMMERCE ACT

SUBCHAPTER B—CARRIERS BY MOTOR VEHICLE

PART 195—HOURS OF SERVICE OF DRIVERS

Qualifications and Maximum Hours of Service of Employees of Motor Carriers and Safety of Operation and Equipment

At a Session of the Interstate Commerce Commission, Motor Carrier Board No. 2 held in Washington, D.C., on the 16th day of July A.D. 1962.

The matter of revision of Form BMC-59 (49 CFR 7.59) concerning drivers' daily logs, being under consideration; and,

It appearing that this revision concerns primarily the additional entries on the form as prescribed in § 195.8 set forth in the Commission's order of March 29, 1962, Part 195—Hours of service of drivers, Ex Parte No. MC-40 (Sub-No. 1), and constitutes an agency procedure, and, therefore, pursuant to section 4(a) of the Administrative Procedure Act (60 Stat. 237, 5 U.S.C. 1003) for good cause it is found that notice of proposed rule making is unnecessary.

It is ordered, That the order of April 14, 1952 (17 F.R. 4448), only insofar as § 195.8 prescribed therein refers to Form BMC-59 (§ 7.59), be, and it is hereby, vacated.

It is ordered, That Form BMC-59 and the note relating thereto (49 CFR 7.59), be, and they are hereby, canceled;

It is further ordered, That the Form BMC-59, Driver's daily log (49 CFR 7.59), and the note relating thereto, which are set forth below, made a part hereof, are approved, adopted, and prescribed for appropriate use as required by § 195.8, of the Motor Carrier Safety Regulations;

It is further ordered, That this order shall be effective September 5, 1962, and shall continue in effect until the further order of the Commission.

And it is further ordered, That notice of this order shall be given to motor carriers, other persons of interest, and to the general public by depositing a copy thereof in the Office of the Secretary of the Interstate Commerce Commission, Washington, D.C., and by filing a copy thereof with the Director, Office of the Federal Register.

(Sec. 204, 49 Stat. 546, as amended; 49 U.S.C. 304)

By the Commission, Motor Carrier Board No. 2.

[SEAL]

HAROLD D. MCCOY,
Secretary.

FORM-BMC 59- Prescribed by the
INTERSTATE COMMERCE COMMISSION
Washington, D. C. Rev. '62

DRIVER'S DAILY LOG
(One calendar day-24 hours)

Form approved, Budget Bureau No. 60-R253.3
ORIGINAL-File each day at home terminal
DUPLICATE-Driver retains in his possession for one month

(Month) (Day) (Year) (Total mileage today)

Vehicle numbers - (Show each unit)

I certify these entries are true and correct:

(Total miles driving today)

(Driver's signature in full)

(Name of Carrier or Carriers)

(Name of co-driver)

(Main Office Address)

(Home Terminal Address)

	MID-NIGHT	1	2	3	4	5	6	7	8	9	10	11	NOON	1	2	3	4	5	6	7	8	9	10	11	Total Hours
1: OFF DUTY																									
2: SLEEPER BERTH																									
3: DRIVING																									
4: ON DUTY (Not Driving)																									
REMARKS																									

Shipping document, manifest number, or name of a shipper and commodity. Information required by Section 195.6(o).
Check the time and enter name of place you reported and where released from work and when and where each change of duty occurred. Explain excess hours-Section 195.6(o).

FROM:

(Starting point or place)

TO:

(Destination or turn around point or place)

USE TIME STANDARD AT HOME TERMINAL

FORM-BMC 59- Prescribed by the
INTERSTATE COMMERCE COMMISSION
Washington, D. C. Rev. '62

DRIVER'S DAILY LOG
(One calendar day-24 hours)

Form approved, Budget Bureau No. 60-R253.3
ORIGINAL-File each day at home terminal
DUPLICATE-Driver retains in his possession for one month

MAY 1 1962 440
(Month) (Day) (Year) (Total mileage today)

TRACTOR #12 - TRAILER #12A
Vehicle numbers - (Show each unit)

I certify these entries are true and correct:

270
(Total miles driving today)

John E. Doe
(Driver's signature in full)

X.Y.Z. TRANSPORTATION Co.
(Name of Carrier or Carriers)

W.R. SMITH
(Name of co-driver)

WASHINGTON, D. C.
(Main Office Address)

RICHMOND, VA.
(Home Terminal Address)

	MID-NIGHT	1	2	3	4	5	6	7	8	9	10	11	NOON	1	2	3	4	5	6	7	8	9	10	11	Total Hours
1: OFF DUTY																								7	
2: SLEEPER BERTH																								5	
3: DRIVING																								8	
4: ON DUTY (Not Driving)																								4	
REMARKS																								24	

TRIP MANIFEST #1673
1674

RICHMOND VA. ACCIDENT

FREDRICKSBURG VA.

BALTIMORE MD.

NEWARK N.J.

HARTFORD CONN. BREAKDOWN

Shipping document, manifest number, or name of a shipper and commodity. Information required by Section 195.6(o).
Check the time and enter name of place you reported and where released from work and when and where each change of duty occurred. Explain excess hours-Section 195.6(o).

FROM: RICHMOND, VA.
(Starting point or place)

TO: BOSTON, MASS.
(Destination or turn around point or place)

USE TIME STANDARD AT HOME TERMINAL

NOTE: *Driver's Daily Log (Form BMC 59) Rev. '62.* The Interstate Commerce Commission will not provide supplies of the log. The log may be incorporated as a part of any daily form used by a carrier, provided it is so ruled that the log appears distinct and separate from other portions of such form. In reproducing the log, dimensions of not less than $5\frac{1}{4} \times 7\frac{1}{2}$ inches shall be used. Stocks of logs in the possession of carriers or their suppliers as of the effective date of these regulations may be used until June 30, 1963, provided the information required by these regulations are entered thereon.

This executed specimen document shows how a driver is to prepare a daily log. It covers a driver's activities on the first day of a trip in which he left Richmond, Va., with a shipment of miscellaneous freight to be delivered in Newark, N.J., and Boston, Mass.

The driver in this instance reported for duty with his codriver at the carrier's Richmond terminal at 6:00 a.m., at which time he was given papers for the shipments and instructions for making the trip. The vehicle combination was being loaded at the time he reported for duty and the driver attended the vehicle until the loading was completed. He then made a pretrip inspection of the vehicle (§§ 192.7 and 192.8), made entries upon his driver's log to 7:30 a.m. as "on duty not driving" and started driving at that time (§§ 195.2(a) (1) and (2)). At 9:00 a.m., in Fredericksburg, Va., he was involved in an accident with an automobile which was damaged to the extent of \$250.00. He remained at the accident scene for $\frac{1}{2}$ -hour while the police conducted their investigation. He obtained information relating to the accident (§ 192.40) and performed an inspection of the vehicle (§ 196.6). He then made entries upon his log to 9:30 a.m., showing this stop as "on duty not driving" and started driving at that time (§ 195.2(a) (6)). At 12 noon he stopped near Baltimore, Md., at a truck stop for gas and a meal. He then made entries upon his log to 1:00 p.m., showing this stop as "on duty not driving." He then entered the sleeper berth while his codriver assumed the driving duties. At 5:30 p.m., he arrived at the carrier's Newark, N.J., terminal and reported to the dispatcher. He gave to the dispatcher his statement concerning the accident and other information needed to complete a report to the Interstate Commerce Commission. He was told by the dispatcher that helpers would not have the Newark bound freight unloaded until 7:00 p.m. He then walked to a nearby diner, leaving the vehicle at the terminal, ate a meal and returned at the specified time. He then made entries upon his log to 7:00 p.m., showing 5:30 p.m. to 6:00 p.m. as "on duty not driving" (§ 195.2(a) (6)) and showing 6:00 p.m. to 7:00 p.m. as "off duty" due to the fact that the vehicle and its cargo were under the care and custody of the carrier's dispatcher during this time, and then started driving.

At 11:00 p.m., the vehicle broke down near Hartford, Conn. He placed warning devices upon the highway (§ 192.26) while the codriver telephoned the carrier's Hartford shop to ask that a shop man be sent to repair the vehicle. He then waited until the man had completed the repairs. He made entries upon his log to 11:30 p.m. showing this stop as "on duty not driving" (§ 195.2(a) (7)) and entered the sleeper berth for the balance of the calendar day.

The name of the codriver for this trip is shown directly below the driver's signature (§ 195.8(h)). Additionally, the total miles traveled during the day and the actual miles spent driving are shown on the appropriate lines near the top of the form (§ 195.8(e)).

The total hours for each line show 7 hours off duty; 5 hours in sleeper berth; 8 hours

driving and 4 hours on duty (not driving) for the day covered by the log. The sum of these hours shown under the "Total Hours" equals 24 hours.

Under "Remarks" a check on time markers and entries will show that the driver reported for work at Richmond, Va., at 6:00 a.m., and was on duty (not driving) until he started to drive at 7:30 a.m. The time spent driving is shown on line 3 and the time spent in the sleeper berth on line 2. All stops are shown on line 4. In the lower left hand corner, the driver shows the transportation performed by entering the shipping document numbers (§ 195.8(o)).

As the destination of the driver on this trip is Boston, Mass., he enters the original starting point and the final destination on the appropriate line near the bottom of the form, thus: "From: Richmond, Va., To: Boston, Mass." The original starting point and final destination are to be shown on the log for each day throughout the trip. If a driver departs from and returns to the same place on any day, the "destination or turnaround point" shall be the farthest point reached before the driver begins his return trip.

Form BMC-59 shall be used by those drivers who prepare daily logs on a noon-to-noon basis, instead of a calendar day, or midnight-to-midnight basis, except that the word "noon" will be shown at the point where the word "midnight" now appears and the word "midnight" shall appear where the word "noon" now appears. The word "calendar" which appears in parenthesis under the phrase "driver's daily log" shall be blocked out. The driver shall enter the date by showing on each log, both dates covered by the noon-to-noon period.

[F.R. Doc. 62-7263; Filed, July 25, 1962; 8:45 a.m.]

Title 33—NAVIGATION AND NAVIGABLE WATERS

Chapter II—Corps of Engineers, Department of the Army

PART 204—DANGER ZONE REGULATIONS

North End Banana River, Florida and Lake Michigan, Illinois

1. Pursuant to the provisions of section 7 of the River and Harbor Act of August 8, 1917 (40 Stat. 266; 33 U.S.C. 1), § 204.84 (formerly § 204.82) governing the use and navigation of a danger zone in the Banana River, Florida, is hereby revoked effective on publication in the FEDERAL REGISTER since the area is no longer needed, as follows:

§ 204.84 Banana River, Fla., northerly end; Navy prohibited area for mining exercises. [Revoked]

[Regs., July 9, 1962, 285/111-ENGW-ON] (Sec. 7, 40 Stat. 266; 33 U.S.C. 1)

2. Pursuant to the provisions of section 7 of the River and Harbor Act of August 8, 1917 (40 Stat. 266; 33 U.S.C. 1) and chapter XIX of the Army Appropriations Act of July 9, 1918 (40 Stat. 892; 33 U.S.C. 3), § 204.179 is hereby prescribed establishing and governing the use of danger zones in Lake Michigan, Belmont Harbor Entrance, Chicago, Illinois, effective on publication in the Fed-

ERAL REGISTER in view of the hazards to navigation, as follows:

§ 204.179 Lake Michigan, Belmont Harbor Entrance, Chicago, Ill.; danger zones.

(a) *The prohibited areas*—(1) *Area A.* The waters of Lake Michigan at the south side of the entrance to Belmont Harbor within an area beginning at a point on the lake shore of the peninsula at latitude 87°38'02", longitude 41°56'28"; thence to latitude 87°37'59.5", longitude 41°56'27"; thence to latitude 87°37'58.5", longitude 41°56'21"; thence to latitude 87°37'57.5", longitude 41°56'15"; thence to a point on shore at latitude 87°37'58", longitude 41°56'14.5"; and thence northerly along the shore line to the point of beginning.

(2) *Area B.* The waters of Belmont Harbor at the south side of the entrance to the harbor within an area beginning at a point on the harbor side of the peninsula at latitude 87°38'04.5", longitude 41°56'28.5"; thence to latitude 87°38'08", longitude 41°56'28"; thence to a point on shore at latitude 87°38'07", longitude 41°56'23"; thence northerly along the shore line to the point of beginning.

(b) *The regulations.* (1) No vessel shall enter the danger zones at any time.

(2) The regulations in this section shall be enforced by the Commander, 9th U.S. Coast Guard District, Cleveland, Ohio, or his designated agent.

[Regs., July 10, 1962, 285/111-ENGW-ON] (Sec. 7, 40 Stat. 266; 33 U.S.C. 1)

J. C. LAMBERT,
Major General, U.S. Army,
The Adjutant General.

[F.R. Doc. 62-7294; Filed, July 25, 1962; 8:45 a.m.]

Title 47—TELECOMMUNICATION

[Docket No. 14375; FCC 62-722]

Chapter I—Federal Communications Commission

PART 7—STATIONS ON LAND IN THE MARITIME SERVICES

PART 8—STATIONS ON SHIPBOARD IN THE MARITIME SERVICES

PART 14—PUBLIC FIXED STATIONS AND STATIONS OF THE MARITIME SERVICES IN ALASKA

Maritime Mobile and Maritime Radio Determination Operations

In the matter of amendment of Parts 7, 8, and 14 of the Commission's rules relative to implementation of certain requirements of the Geneva Radio Regulations (1959) with regard to maritime mobile and maritime radiodetermination operations, Docket No. 14375.

1. A notice of proposed rule making in the above-captioned matter was released on November 24, 1961, and was published in the FEDERAL REGISTER on December 1, 1961 (26 F.R. 11369). The dates for filing comments and replies thereto have passed.

2. Comments were filed by Lake Carriers Association (LCA); Great Lakes Towing Co. (GLT); American Telephone and Telegraph Co. (AT&T); General Electric Company (GE); United States Coast Guard (USCG); American Merchant Marine Institute (AMMI); Joint Executive Committee for the Improvement and Development of the Philadelphia Port Area (JEC); Radio Corporation of America (RCA); RCA Communications, Inc. (RCAC); Motorola, Inc.; Central Committee on Communication Facilities of the American Petroleum Institute (API); Aeronautical Radio, Inc., and Air Transport Association of America (ARINC); Bartell Corporation (Bartell); United States Power Squadron (USPS); Lorain County Radio Corporation (Lorain); Comité International Radio-Maritime (CIRM); American Waterways Operators (AWO); Maine Association of Passenger Boat Owners (MAPBO); Port of Corpus Christi, Texas (Corpus Christi); Federal Aviation Administration (FAA); and Office of Emergency Planning (OEP). Reply comments were filed by AMMI.

3. The comments, with the exception of those filed by LCA, GLT and Lorain, were generally in favor of the Commission's proposal. The major area of controversy concerned the Commission's proposal to permit ship radio stations to operate on certain VHF channels on a single channel basis. Only LCA, GLT and Lorain opposed this proposal. The objections of LCA, however, were confined to the effect the adoption of the Commission's proposal would have on the safety of navigation and efficiency of operation in the Great Lakes area.

4. In view of matters raised in the LCA comments with respect to safety and distress communications, a brief review of the marine radio safety systems is pertinent. There are only two international systems of communication recognized by maritime countries as being necessary for the promotion of safety of life at sea. The international regulations which set forth the conditions under which the systems are required, and the technical specifications of the systems were established by the Safety of Life at Sea Conferences (SOLAS), the most recent of which was held in London in 1960. By the terms of this Conference the only required communication facilities for ships at sea are either radiotelegraph in the frequency band 405-535 kc/s or radiotelephone in the 2 Mc/s band. Subject to ratification and coming into force of the most recent SOLAS, vessels entering the Great Lakes from the sea will not be subject to SOLAS requirements while being navigated on the Great Lakes. Radio installations are required on board certain Great Lakes vessels by the terms of the Great Lakes Agreement (GLA) entered into by Canada and the United States in 1954. By this agreement 2 mc/s radiotelephone is the only required system for distress and safety communications on the Great Lakes. Thus, the recognized and required distress and safety system for a vessel at sea or on the Great Lakes is either radiotelegraph or 2 Mc/s radiotelephone in the case of the former, or 2 Mc/s radiotelephone in the case of the

latter. VHF is required for operational purposes in some instances, such as transiting the St. Lawrence Seaway and the Suez Canal. These VHF requirements stem from the agencies operating the facilities and such VHF installations are not a substitute for the internationally required radiotelephone or radiotelegraph installations. Apart from instances such as cited above, and in isolated cases where a VHF installation may be substituted for 2 Mc/s installation to satisfy the requirements of Title III, Part III of the Communications Act of 1934, as amended, VHF installations aboard ship are purely voluntary and the use of such installations is discretionary.

5. The 2 Mc/s system required by the GLA is the only system on which Great Lakes vessels can wholly rely for safety communications because it is the only system required to be installed on vessels and 2182 kc/s is the only frequency on which Great Lakes vessels are required to maintain a continuous watch. The voluntary use of VHF as a supplement to the 2 Mc/s system has been successful on the Great Lakes. Nevertheless, in the absence of a compulsory requirement that vessels be equipped with VHF and maintain a watch on 156.8 Mc/s, complete reliance on VHF for vital navigational or distress communications would be imprudent.

6. LCA's allegation that the Commission's proposal would derogate the GRR and its systems philosophy is directed toward the Commission's proposal to permit single channel VHF operation by ship stations. As pointed out by LCA there is a VHF allocation plan set forth in the Geneva Radio Regulations, 1959 (GRR). International frequency allocations is the method agreed to by nations throughout the world for assigning frequencies to stations which are capable of causing harmful interference to the services rendered by the stations of another country. However, the GRR in full recognition of the sovereign right of each country to regulate its telecommunications, provides for the use of frequencies in variance with the international allocations on the condition that harmful interference will not be caused to services carried on by stations operating in accordance with the International Telecommunications Convention, 1959, and GRR.

7. The allocation plan referred to by LCA is the Table of Frequencies for the International Maritime Mobile Service (Appendix 18 to the GRR). This plan provides a basis whereby vessels of the world, voluntarily fitted with VHF installations, can communicate with other vessels and coast stations so fitted. The GRR clearly indicates that it is the responsibility of an administration to conform to the allocations in Appendix 18 only to the extent necessary to satisfy the requirements of the international maritime service. The Commission, to the fullest extent possible consistent with the frequency requirements of its land mobile services, has proposed to make the VHF channels of Appendix 18 accessible to foreign and United States vessels in a manner compatible with GRR.

8. The matter of derogation within the context of this proceeding must be considered in three parts. First, the frequencies 156.35, 156.9, and 156.95 Mc/s, on which the Commission would permit single channel operation, are not available for assignment in the United States in a manner consistent with the Appendix 18. This fact is clearly set forth in footnote (g) to Appendix 18. Moreover, footnote (g) states that in the United States these frequencies will be used for other functions in the maritime mobile service. Having made reservation through footnote (g) the Commission is free to use these frequencies in the maritime mobile service in a manner it considers to be most in the public interest. This the Commission has done by proposing to make these frequencies available to ship stations having a need for only a single channel as well as to stations having multi-channel requirements. This is not in derogation of the GRR.

9. Second, the Commission proposed to make the public correspondence channels of Appendix 18 available to users of single channel installations. This proposal is a derogation of the GRR but since such usage would be on a non-interference basis to the service of any station operating in accordance with the GRR, it is permitted by GRR 115. The absence of growth of VHF maritime public correspondence service since January 1, 1954, when the multichannel requirement became effective, is conspicuous. Various reasons have been advanced for the general failure of the VHF service to expand. Whatever the reasons may be, it is clear that the anticipated expansion has not materialized. Such being the case, and with particular reference to public correspondence facilities, the fact that there were more ship stations active in the public correspondence service in 1953 than there are today is justification enough to warrant a departure from the present VHF rules. Single channel operations may not prove to be the panacea for the ills of VHF, but there is evidence to support the belief that some improvement can be expected.

10. Finally we come to consideration of the proposal to make 156.65 Mc/s available on a single channel basis for bridge to bridge communications between vessels. LCA refers to the unsuccessful attempt of the U.S. delegation at the Geneva Administrative Radio Conference to win support for its bridge to bridge communication proposal. Attached to the LCA pleading is a verbatim record of the discussions held at Geneva. Although the United States did not receive substantial support it is of interest to note the final statement of the delegate of the United States wherein is said, "We only state that we probably will use perhaps not this frequency but some frequency in this band for this purpose in the United States to evaluate it at least." This has been done, and the developmental reports submitted by licensees and the comments in support of the Commission's proposal with respect to 156.65 Mc/s bear out the fact that single channel operation for bridge to bridge

communications is an important navigational tool on the Delaware River. The Commission, in its notice of proposed rule making, stated the proposed use was in derogation of GRR. Here, as with the public correspondence channels, the proposed use is on a noninterference basis, and, accordingly, is permitted under GRR 115.

11. LCA charged that the alleged derogations of the GRR would seriously impair if not destroy the ability of the Great Lakes VHF system to handle safety, distress and other traffic. This charge is purely speculative and, in the Commission's opinion, unsupported. The present VHF system on the Great Lakes, LCA asserted, is well established. LCA claimed representation of 95 percent of the big vessel operators, and stated that 75 percent of its ships are now equipped with VHF. LCA also stated that its members are satisfied with the present system. Since the Commission's proposal would not deny to present users any advantages they now enjoy, and in fact would make additional frequencies available, the Commission is at a loss to understand how its proposal would ultimately destroy the present system, particularly in view of the avowed statements of the general acceptability of and satisfaction with the system. Surely, an operational system which has enjoyed such widespread acceptance will not be destroyed because the Commission proposes to make available, on an optional basis, frequencies for single channel operations to serve those who have a limited need.

12. LCA opposed the use of 156.65 Mc/s on a single channel basis for bridge to bridge communications. LCA stated that should there be vessels on the Great Lakes licensed only for 156.65 Mc/s they could contact and communicate only with each other, they could not participate in the Great Lakes International VHF system, nor would they be permitted to transit the St. Lawrence Seaway. The latter is not relevant in this proceeding and the matter of safety communications on the Great Lakes has been considered above. However, the Commission recognizes that considerable use of VHF has developed on the Great Lakes. In view of the fact that a majority of LCA vessels regularly plying the Great Lakes and having a need to use radio for navigational communications are already fitted with multichannel VHF installations there is merit in LCA's argument that there is no requirement for single channel bridge to bridge communications for safety purposes on those vessels. In view of this fact and in the absence of any indication of need, 156.65 Mc/s has not been made available for single channel bridge to bridge communication in the Great Lakes area.

13. LCA stated there has been no demand for single channel operation on the Great Lakes. However, since LCA speaks only for a segment of the industry it does not necessarily follow that such needs do not exist and if such facilities were permitted they would not be utilized. If there is no demand for such type of operations, they will not materialize and the existence of rules permit-

ting single channel operation cannot conceivably harm the present multichannel users. If such use does materialize it will stem from those who do not now have multichannel facilities, despite the availability of such facilities for eight years, who probably would not install such equipment in the future and who do not now, or probably would not in the future, make a substantial contribution to the safety communications for which LCA stated multichannel equipment is a basic requirement.

14. In concluding the matter of single channel VHF operation, the Commission is of the opinion that it has fulfilled its responsibilities under the terms of the GRR by providing, to the extent possible, frequencies to be used in accordance with Appendix 18. However, the Commission's responsibilities do not rest there. Section 303(g) of the Communications Act of 1934, as amended, charges the Commission with the responsibility to encourage the larger and more effective use of radio in the public interest. In the absence of any valid reason to the contrary, it is the Commission's view that its proposal to permit the domestic use of single channel VHF facilities is consistent with the mandate of the Communications Act and is not in conflict with the spirit of the GRR nor the latitude of frequency usage permitted thereunder. The supporting comments submitted by API, AMMI, AT&T, AWO and others sustain this opinion.

15. In view of the foregoing, the Commission's proposals with respect to the use of single channel VHF installations on 156.35, 156.9, 156.65, 156.95 Mc/s and the public correspondence channels have been adopted as proposed except that 156.65 Mc/s has not been made available in the Great Lakes area on a single channel basis.

16. LCA, in its comments, implied that the channels on which the Commission proposed to permit single channel operation are not available to multichannel users. This is not true. The Commission's proposal clearly makes all frequencies in the 156-174 Mc/s band allocated in the United States for marine use available to all users who desire to take advantage of such availability.

17. LCA and Lorain objected to the provision in proposed § 7.191(c)(1) which would give the Commission discretion to waive the watch requirements on 2182 kc/s for public coast stations. There is nothing new in this discretionary power since it has been in the rules since 1952. This requirement has been waived only once and then with the full concurrence of the USCG, the agency charged with the responsibility of search and rescue. Over the years there has been no objection to the rule now in effect and the Commission sees no need for changing its proposal in that respect. LCA, Lorain and USCG believe that the similar waiver provisions of § 7.191(c)(2) with respect to public coast stations maintaining a watch on 156.8 Mc/s should be deleted. This provision has also been in the rules since 1952 and, although the discretionary power has never been exercised, the Commission believes it should be retained.

18. Corpus Christi objected to the proposal in § 7.191(d) that limited coast stations licensed on 156.6, 156.7, and 161.6 Mc/s shall maintain a listening watch on 156.8 Mc/s. These frequencies are allocated for port operations communications and, in view of the concept of safety associated with such communications, the Commission believes the recommendation of the GRR with respect to a watch on 156.8 Mc/s by coast stations should be followed. Corpus Christi has made no showing that the requirement is unreasonable; accordingly, it has been retained.

19. LCA requested that proposed § 7.191(d) be changed to require all limited coast stations to maintain a watch on 156.8 Mc/s. LCA stated that maintenance of such a watch is standard practice on the Great Lakes and that there is no desire for a relaxation of this procedure. In the absence of a specific requirement therefor in the present rules, such a watch is now voluntarily maintained and there is no reason why this practice cannot be continued under the Commission's proposed rules. Section 7.191(d) has been adopted as proposed.

20. LCA and GLT objected to the proposals in § 7.358(a) concerning the requirement for a showing of need for the assignment of more than one working frequency to limited coast stations. Again this is a requirement included in the present rules and one the Commission feels should be retained. GLT alleged this requirement would work a hardship on its tug dispatching stations. This allegation can only be based on an unfamiliarity with the Commission's current rules. Those stations now having more than one working frequency presumably made the showing now required prior to the issuance of their present authorizations. Assuming the reasons advanced at that time to substantiate a need for more than one frequency are still valid, there appears to be no reason why such multichannel operation should not continue. This rule has been adopted as proposed.

21. LCA and GLT also objected to proposed § 7.358(b) which would deny the use of 156.8 Mc/s to limited coast stations authorized to use 156.35 Mc/s, 156.9 Mc/s or 156.95 Mc/s as the sole working frequency. The Commission is persuaded by LCA and GLT that the use of 156.8 Mc/s at such limited coast stations would serve a useful purpose and will therefore authorize its use. Accordingly, § 7.358(b) has been deleted.

22. LCA and Lorain took exception to the proposal to make frequencies available solely on the basis of the type of communication involved and without regard to the area of operation of the vessel, type of vessel or other considerations contained in the current rules. This exception appears to be based on the thesis that the requirements of frequency usage on the Great Lakes differ from those elsewhere. The extent to which this usage differs appears to be limited to two areas of consideration. First, ship to ship and ship to shore communications on the Great Lakes are, with few exceptions, exclusively by radio-telephone. Second, the use of radio on

the Great Lakes for bridge to bridge communications relating to safety of navigation is more advanced than in some other areas. Assuming these considerations to be true, the differences do not appear to be of such significance, when related to the use of VHF, to warrant the continuation of the detailed division of frequency usage now specified in the Commission's rules. The Commission, in its proposal, stated that the flexibility in the selection of working frequencies in a multichannel system, which is possible by the provision of a common calling frequency, eliminates the need for detailed suballocation of frequencies by classes of vessels, areas of operation, and types of communication. In the opinion of the Commission the most effective usage of available frequencies is obtainable by limiting frequency usage only to types of communications; i.e., port operations, business and operational, public correspondence and safety. This philosophy is concisely and effectively expressed in LCA's comment concerning port operation communications vis-a-vis business and operational communications where LCA states "Too fine a subdivision of functions creates an artificial straitjacket thereby reducing efficiency in the use of channels."

23. LCA commented that the distinction between "business and operational" and "port operations" is not clear. The Commission agrees that these terms tend to overlap. Business and operational communications as defined in the proposed rules in general include everything permitted in the definition of port operations service as that term is defined in the GRR. Port Operations Service, however, does not include everything that is in business and operational communications. Port operations communications will be limited to safety operational communications such as communications relating to the navigation and movement of a ship or ships, including tug dispatching. It is believed that the reservation of three channels (one duplex and two simplex) for port operations communications is adequate, so the type of communications permitted on 156.5 Mc/s has been changed to indicate that it is business and operational communications.

24. It was suggested by LCA that proposed § 7.309(c) be changed to add a requirement that coast stations call ship stations on 156.8 Mc/s under certain conditions. This would appear to be an operational matter within the control of the coast station. It is reasonable to assume that if a coast station cannot contact a vessel by calls initiated on the working frequency, calls would be initiated on 156.8 Mc/s in the interest of expediting traffic movement. Therefore a rule requirement to this end is not necessary.

25. LCA suggested that footnotes 1 and 2 attached to § 7.356 be deleted as being unnecessarily restrictive and superfluous. In view of the Commission's discussion of port operations communication, the Commission agrees footnote 1 should be modified to permit 156.65 Mc/s to be used for business and

operational communications in the Great Lakes area, and in other areas limited to those communications permitted by the footnote. This is consistent with the Commission's views with respect to the nonavailability of 156.65 Mc/s on a single channel basis in the Great Lakes area. A corresponding change has been made in footnote 1 to § 8.359. Footnote 2 has also been deleted since, as LCA stated, the type of communication to which the footnote would limit 156.7 Mc/s is practically non-existent in the United States.

26. AWO suggested footnote 1 to §§ 7.356 and 8.359 be amended to clearly indicate that port operations frequencies other than 156.65 Mc/s could be used for the exchange of navigational information concerning the passage of ships through locks, bridges and government controlled waterways. The definition of port operations given in §§ 7.6(p) and 8.6(j) includes all messages concerning the movement and safety of ships in or near port areas or in locks or waterways. Accordingly, any frequency authorized for port operations communications may be used at locks or bridges for the exchange of navigational information.

27. The Commission proposed to amend §§ 7.134(e) and 8.134(f) to permit a maximum input power of 40 watts on 156.65 Mc/s in lieu of the present 15-watt limitation. RCA, AMMI, LCA, API and JEC filed comments on this proposal. AMMI, API and JEC opposed the change on the grounds that the present power is adequate, and assert that most transmitters now in use have a power input of 3 watts, and the disparity between 40 watts and 3 watts would have an adverse effect on the operations for which the frequency is used. RCA and LCA recommended that the power limit be raised to 100 watts, the maximum permitted on other VHF channels. Consistent with our decision with respect to the use of 156.65 Mc/s on the Great Lakes the power limit has been made 100 watts on the Great Lakes. RCA and LCA alleged that a 40-watt power input limit would unnecessarily obstruct the development of maritime mobile equipment. Manufacturers supplying equipment to vessels entering Region 1 are already faced with this problem since power output in Region 1 is limited to 20 watts by the GRR. RCA stated that many ships now equipped with VHF have transmitters rated at 63 watts input. With respect to the latter, RCA urged a 5-year amortization period following the effective date of the limitation during which equipment with a power input up to 100 watts may be used on 156.65 Mc/s to alleviate injury which users of such equipment would otherwise suffer. The motivating reason behind the Commission's proposal to increase power to 40 watts was to accommodate vessels of Region 1. However, these vessels generally use the services of pilots equipped with portable transmitters having a power input of 3 watts. This being the case, there does not appear to be any need for increasing the maximum power permitted on 156.65 Mc/s. Since the present power limit is 15 watts, and the 63-watt equipment cannot be used under the existing rules, in

the Commission's opinion a decision not to raise the power limit to 100 watts cannot cause injury to the present licensees of equipment rated at a power of 63 watts.

28. AMMI, API and JEC raised a question concerning the single channel use of 156.65 Mc/s by vessels at sea. To clarify the intent of the Commission's proposal § 8.359 has been appropriately amended by deleting the reference to port operations communications, thus eliminating the area restriction.

29. RCAC suggested that §§ 7.7(j) and 8.6(e) be amended to define "watch" as the "act of listening on an international distress, calling or working frequency". Since the proposal is more restrictive than the present rules, those sections have been changed to conform to the existing rule. In order to facilitate transmission of complete traffic lists, proposed § 7.184(a) has been changed, as suggested by RCAC, to provide for the transmission of traffic lists in alphabetical order so far as practicable. This change is consistent with the GRR. RCAC also requested that proposed § 7.309(a) be expanded to permit 156.8 Mc/s to be used for the announcement of the transmission of traffic lists on another frequency. Such usage is consistent with the GRR and the requested addition has been made. RCAC suggested that § 8.357 be amended to delete the proposed language relating to interference and frequency priority. The Commission agrees the language in question imposes an impractical burden on ship stations. The proposed section, therefore, has been amended by deleting the language in question and substituting language which will assure reasonable control by the Commission.

30. The Commission agrees with USPS and MAPBO that the requirement of § 8.368 to log all urgency and safety signals and communications intercepted imposes an undue burden on voluntarily radiotelephone equipped vessels. However, the Commission is of the opinion that the station log should include entries of all such signals and communications transmitted. Accordingly, the proposed rule has been amended to require log entries only for distress and alarm signals and communications made or intercepted and for urgency and safety signals and communications transmitted.

31. AMMI raised a question with respect to the language of proposed § 8.104 (b) which would require a device for permitting change over from transmission to reception without manual switching, as to whether such requirement would apply to emergency transmitters, as well as main transmitters. The ability to listen on the reception frequency during periods of transmission contemplates the use of a break-in relay, or other arrangements to permit reception during key-up periods. This requirement will not apply to emergency transmitters not used for routine traffic.

32. AMMI stated that proposed § 8.404 (a) is inconsistent with proposed § 7.402 (a) with respect to the use of the band 5460-5650 Mc/s because the former section limits the use of the band to ship borne radar. This frequency band will be deleted from § 7.402(a) to conform to

Part 2 and Part 8 of the Commission's rules.

33. AT&T opposed the proposal to amend § 7.312(a)(2) to require voice calling by public coast station unless it is known a vessel can be reached by other means. Reference was made by AT&T to the report of RTCM Special Committee 40 which recommended the adoption of an international VHF selective calling system and it was alleged that the voice calling requirement would not encourage the installation of selective signalling equipment. Although the latter may be true, an international selective calling system has not yet been adopted. At the present time shore to ship public correspondence service on VHF is limited in many areas because coast stations use only selective calling to alert vessels. Since an international selective calling system is not available, and it is unrealistic to expect foreign vessels generally to be equipped with selective calling devices now used in the United States, it is generally not possible to initiate a shore to ship call to a foreign vessel. Moreover, the additional cost of selective calling devices has been alleged as one of the reasons for the slow growth of VHF. Thus, it appears that voice calling at the present time is a requisite if an international shore to ship service is to exist, and is also desirable in the interest of domestic users, although a universal selective calling system may be the ultimate goal. This position is supported by USPS and Bartell.

34. The present rules require VHF equipped ship stations to be equipped with at least one frequency for communicating with coast stations. This requirement, USPS asserted, has delayed the use of VHF by recreational boatmen because the requirement, generally, could be satisfied only by the installation of a public correspondence channel which tends to make equipment costs prohibitive. In its proposed amendment to § 8.106, the Commission deleted the requirement for at least one frequency for communication with a coast station. This will remove the cost barrier to the installation of VHF because of equipment complexities required for communication with public coast stations.

35. USPS stated that many recreational boats are not equipped with radio-telephone because of the congestion now existing on the 2 Mc/s marine frequencies and advocates an orderly and gradual transition to VHF. The USPS viewed with approval the Commission's proposal to promote the use of VHF but reiterated its earlier request for the assignment of a frequency to limited coast stations serving noncommercial vessels. That the growth of recreational boating has reached unusual proportions in recent years as evidenced by the fact that on June 30, 1956, there were approximately 56,000 ship stations licensed, whereas on June 30, 1961, the figure had grown to over 100,000. This increase was due, in the main, to voluntary radio-telephone installations, largely on recreational craft. Any means which would divert some of these vessels to VHF from the 2 Mc/s system would serve a useful purpose. USPS suggested the extension

of eligibility for licensing in Part 7 of the rules to include limited coast stations serving noncommercial vessels as a means of stimulating interest in VHF on the part of recreational boatmen. Bartell was also of the view that an extension of licensing privileges to yacht clubs or similar organizations would serve a useful purpose in spurring the growth of VHF. The suggestion of USPS becomes persuasive when viewed in the light of the number of ship stations to which a VHF service could be rendered if such transition were to materialize. It is not to be expected that all the communication requirements of recreational boatmen can be satisfied by VHF. However, it does appear that through the relaxation of licensing requirements for limited coast stations as suggested by USPS a useful purpose would be served in that non-commercial vessels whose communication requirements could be met thereby would be encouraged to transfer their radio operations to VHF, thus tending to relieve the congestion on the 2 Mc/s band.

36. In a petition filed October 19, 1956, and as subsequently amended June 23, 1958, and May 29, 1959, USPS requested amendment of the Commission's rules to provide 156.95 Mc/s for the exclusive use of noncommercial vessels and shore stations of yacht clubs and other non-commercial boating organizations. This petition has been granted to the extent that the frequency 156.45 Mc/s has been made available on a shared basis with ship stations and other limited coast stations to limited coast stations established by persons controlling public moorage facilities and otherwise serving the needs of vessels or to yacht clubs having moorage facilities. The petition is denied in all other respects. Section 7.351 has been amended accordingly.

37. Bartell and USPS alleged that the service charge requirements of public coast stations have contributed to the failure of the VHF public correspondence service to expand. This is a matter outside the scope of this proceeding and accordingly will not be dealt with herein.

38. LCA suggested that to avoid confusion, the channels designated 7, 18 and 19 in the Commission's proposal be redesignated 7A, 18A and 19A. Since these channels cannot be used in a manner consistent with the GRR, it is possible that retention of the GRR numbering system could result in confusion to foreign vessels. Therefore, proposed channels 7, 18, and 19 have been redesignated as 7A, 18A, and 19A.

39. In regard to the Commission's proposal in § 8.131(c) to apply a more stringent frequency tolerance of 20 parts per million to transmitters with a plate input power not in excess of 3 watts beginning January 1, 1964, the API, AMMI, and JEC requested that the presently applicable tolerance of 100 parts per million be continued until January 1, 1966, for equipment in use and installed before January 1, 1964. The bases for the request are that the GRR makes such an allowance, an equipment amortization period would be allowed, and that interference would not be caused because of the low power of the transmitting

equipment involved. RCA suggested a tolerance of 50 parts per million for such low power equipment, including equipment similarly involved under § 7.131(c), and an amortization period of 5 years if a tolerance of 20 parts per million is to be adopted.

40. The GRR does not require transmitters installed prior to January 1, 1964, to comply with the tolerance of 20 parts per million until January 1, 1966. However, §§ 7.131(c)(2) and 8.131(c)(2) have been amended to delay the application of the more stringent tolerance to all transmitters having a power input not in excess of 3 watts until January 1, 1966. The tolerance of 50 parts in 10⁶ suggested by RCA does not comply with the GRR and has not been adopted.

41. RCA mentioned that the wording of § 7.131 included "marine utility stations", whereas these words were not included in the proposed amendment to § 8.131(c). Since the terms "coast station" and "ship station" describe marine utility stations adequately for the purpose of the two sections, the words "and for marine-utility stations" have been deleted from § 7.131(c).

42. In the interest of clarification, the Commission has deleted the words "without manual restart operation" from §§ 7.188(b) and 8.245(b). The two sections are now consistent with paragraph 1466 of GRR.

43. In commenting on rules concerning survival craft stations and use of 121.5 Mc/s for safety purposes, Bartell opposed the principle expressed in proposed § 8.68 that survival craft stations be authorized only when the parent vessel is equipped with and authorized to operate a ship station. Bartell stated that "technological development in small, low-powered survival station equipment and sensitive receiving equipment gives promise that equipment may be available that might very well be carried by vessels not capable or simply not equipped with regular ship stations." USCG specifically supported the Commission's proposed § 8.68 on the basis that a survival craft station is intended to be used as a supplement to the existing safety system rather than a substitute therefor. It is not apparent that the development of low-powered survival station equipment will change the status of a survival craft station as supplemental to a ship station. Section 8.68 has been adopted as proposed.

44. A number of comments were received regarding the proposed amendments of §§ 8.322 and 8.352 to make the frequency 121.5 Mc/s available to ship stations and survival craft stations for safety communications with stations in the aeronautical service and to survival craft for radiobeacon purposes. These comments envisioned that the major use of such communications would be between large ships and aircraft located relatively far from land, and that the unrestricted licensing of this frequency to all radio-equipped ships might result in channel overloading to such an extent as to compromise aeronautical safety. To alleviate this danger USCG and FAA jointly recommended that licensing of 121.5 Mc/s for ship-aircraft

safety communications be limited initially to vessels compulsorily equipped with radio installations required by Title III, Part II or Title III, Part III of the Communications Act. The comments suggested the possibility of modifying the rules later to extend the use of 121.5 Mc/s to more ships if future experience indicates this to be feasible and necessary.

45. With regard to the use of 121.5 Mc/s for beacon purposes USCG and FAA jointly stated that a still limited but broader class of vessels should be initially specified, and for this purpose proposed that 121.5 Mc/s be made available to survival beacons associated with ships that are radio-equipped and documented under the regulations of the Bureau of Customs.

46. ARINC presented substantially the same arguments for limiting the use of 121.5 Mc/s for maritime purposes as did the Coast Guard jointly with the FAA. However, ARINC proposed specific amendments which would limit the use of 121.5 Mc/s for both safety communication and beacon purposes to ship stations on ocean-going vessels of 500 tons and above and their survival craft.

47. AMMI stated that, according to the views of its members at this time, ocean vessels have no interest in the use of 121.5 Mc/s for safety communications with aeronautical stations. Concerning the use of 121.5 Mc/s for beacon purposes, AMMI commented that it desired to participate fully in any international program in this regard, but approval of the frequency 121.5 Mc/s was conditioned upon the ultimate adoption of the frequency for international usage. The frequency 121.5 Mc/s is one of several frequencies authorized by the GRR for survival craft stations. Recommendation No. 48 of SOLAS, 1960, calls for consultation between international organizations with the view of determining the characteristics of survival beacons. While it is possible that such consultation may eventually result in emphasis on one of the other GRR frequencies for survival beacon purposes, it is not believed that the Commission should withhold authorization of 121.5 Mc/s for marine survival beacons for this reason.

48. It appears that while there is no substantial objection to the use of 121.5 Mc/s for safety communications with aeronautical stations by ocean vessels, the operators of such vessels are not at this time interested in using the frequency for this purpose. In view of this lack of interest, it is considered unnecessary to provide for licensing of the use of 121.5 Mc/s for safety communications with aeronautical stations at this time.

49. The use of documentation as an eligibility criterion for a survival beacon on 121.5 Mc/s as proposed by USCG and FAA, jointly, would include a large number of vessels, particularly those engaged in trade. With some exceptions vessels of 5 net tons or over engaged in domestic trade are required to be documented, while pleasure craft of the same size may be documented but are not so required. Vessels engaged in foreign trade are required to be documented regardless of their tonnage. While documentation by

the Bureau of Customs does not necessarily establish a vessel's need for a survival beacon, the criteria used for documentation tend to restrict vessels with documents to larger craft which, in general, are navigated farther from shore than smaller craft. Thus there is an indirect relationship between documentation and the criteria for need of a survival beacon as expressed in USCG and FAA comments. This criterion also has an advantage for administrative reasons because documentation can be readily verified. The proposal by ARINC which would limit the use of 121.5 Mc/s for beacon purposes to ocean-going vessels of more than 500 tons is considered to be unnecessarily restrictive.

50. In view of the above considerations concerning the proposed use of 121.5 Mc/s, §§ 8.322(c) and 8.352(b) have been adopted so as to delete the proposed use of 121.5 Mc/s for safety communications with aeronautical stations and to authorize the use of the frequency for beacon purposes (A2 emission only) by vessels documented by the Bureau of Customs.

51. In addition to the rule changes discussed above a number of minor changes have been made for clarification and to correct typographical errors.

52. The Commission proposed that stations operating in the band 156-174 Mc/s, which would be required to change frequencies by virtue of the rule amendments, be prepared to assume operation on the new frequencies within 60 days after the effective date of the amendments. Lorain stated that such frequency changes should not be required on Great Lakes vessels during the navigation season and LCA suggested the changes should not be required until the beginning of the navigation season following adoption of the amendment.

53. The rules as amended no longer provide for the operation of limited coast stations on 156.4 Mc/s and 157.0 Mc/s. Limited coast stations now operating on those frequencies must change to an appropriate frequency provided in § 7.356. Ship stations associated with such coast stations may also find it necessary to change frequency. Ship and coast stations operating on other VHF frequencies may not, in most instances, be required to change frequency because their communications are compatible with those authorized by the amended rules.

54. By appropriate footnotes to §§ 7.358 and 8.359 limited coast stations and associated ship stations in the Great Lakes area now operating on 156.4 Mc/s are authorized to continue their present operations until January 1, 1963. While this is not the full period requested by LCA it is believed adequate because it extends beyond the expected end of the current navigation season.

55. In view of the foregoing, the Commission finds that the public interest, convenience and necessity will be served by the amendments ordered herein and, pursuant to authority contained in section 303 (c), (f), (g), and (r) and section 318 of the Communications Act of 1934, as amended;

56. *It is ordered*, That effective October 1, 1962, Parts 7, 8, and 14 of the Commission's rules are amended as set forth below; and

57. *It is further ordered*, That the petition filed by the United States Power Squadron, Radio Technical Committee, is granted to the extent indicated herein and is denied in all other respects.

58. *It is further ordered*, That part of the petition filed by National Party Boat Owners Alliance, Inc., concerning log keeping requirements for ship radiotelephone stations is granted to the extent that it is in accordance with the action herein taken and is denied in all other respects.

(Sec. 4, 48 Stat. 1066, as amended; 47 U.S.C. 154. Interprets or applies sec. 303, 48 Stat. 1082, as amended; 47 U.S.C. 303)

Adopted: July 13, 1962.

Released: July 17, 1962.

FEDERAL COMMUNICATIONS

COMMISSION,

[SEAL] BEN F. WAPLE,

Acting Secretary.

A. Part 7, Stations on Land in the Maritime Services, is amended as follows:

1. Section 7.1(b) is amended to read:

§ 7.1 Basis and purpose.

(b) The purpose of the rules and regulations in this part is to prescribe the manner in which portions of the radio spectrum may be made available for the use of radio for maritime operations which require radio transmitting facilities on land.

2. Section 7.2 is amended to read:

§ 7.2 General.

(a) *International Radio Regulations.* The Radio Regulations in force annexed to the International Telecommunication Convention, Geneva, 1959, as between the Government of the United States and other Contracting Governments; and such preceding international radio regulations as remain in force between the Government of the United States and other Contracting Governments.

(b) *Telecommunication.* Any transmission, emission or reception of signs, signals, writing, images, and sounds or intelligence of any nature by wire, radio, optical, or other electromagnetic systems.

(c) *Radiocommunication.* Telecommunication by means of radio waves.

(d) *Public correspondence.* Any telecommunication which the offices and stations must, by reason of their being at the disposal of the public, accept for transmission.

(e) *Station.* One or more transmitters or receivers or a combination of transmitters and receivers, including the accessory equipment, necessary at one location for carrying on a radiocommunication service. Each station shall be classified by the service in which it operates permanently or temporarily.

(f) *Station authorization.* Any valid construction permit, station license, or special temporary authority for use of a station, issued by the Commission.

(g) *Person*. Includes an individual, partnership, association, joint stock company, trust, or corporation.

(h) *Permittee*. A person who holds a valid station construction permit.

(i) *Hours of service*. The period of time during each calendar day when a station is used, in conformity with the terms of the station authorization, for the rendition of its normal service.

(j) *Day*. Where the word "day" is applied to the use of a specific frequency assignment or to a specific authorized transmitter power, such use of the word "day" shall be construed to mean transmission on such frequency assignment or with such authorized transmitter power during that period of time included between 1 hour after local sunrise and 1 hour before local sunset.

(k) *Radio district*. The territory within each radio district, and the address of the Engineer in Charge of each radio district, is set out in section 0.49 of the Commission's "Part 0—Statement of Organization, Delegations of Authority, and Other Information."

(l) *Commercial transport vessel*. Any ship or vessel which is used primarily in commerce (1) for transporting persons or goods to or from any harbor(s) or port(s) or between places within a harbor or port area, or (2) in connection with the construction, change in construction, servicing, maintenance, repair, loading, unloading, movement, piloting, or salvaging of any other ship or vessel.

(m) *Mile*. As used in this part, the term "mile" means a statute mile or 5,280 feet.

(n) *Installed*. As used in this part with respect to the requirements of radio apparatus in stations on land subject to this part, the term "installed" means installed in the particular station or vehicle to which the pertinent rule or regulation involving the use of this term is applied.

(o) *Shipyard land mobile unit*. A land vehicle operated and controlled by a shipyard and used for the transportation of shipyard personnel, material, or supplies.

3. Section 7.3 is amended by revising paragraph (b)(1), paragraphs (c) through (e), and paragraph (o) to read:

§ 7.3 Maritime mobile service.

(b) *Maritime and land mobile service*—(1) *Maritime mobile service*. A mobile service between coast stations and ship stations, or between ship stations, in which survival craft stations may also participate. (Aircraft stations, when transmitting on frequencies allocated to the maritime mobile service, may communicate in this service with ship stations and coast stations.)

(c) *Mobile station*. A station in the mobile service intended to be used while in motion or during halts at unspecified points.

(d) *Land station*. A station in the mobile service not intended to be used while in motion.

(e) *Coast station*. A land station in the maritime mobile service.

(o) *Base station*. A land station in the land mobile service carrying on a service with land mobile stations.

4. Section 7.4 is amended to read:

§ 7.4 Maritime radiodetermination service.

(a) *Radiodetermination*. The determination of position, or the obtaining of information relating to position, by means of the propagation properties of radio waves.

(b) *Radiodetermination service*. A service involving the use of radiodetermination.

(c) *Maritime radiodetermination service*. A radiodetermination service intended for the benefit of ships.

(d) *Radionavigation*. Radiodetermination used for the purposes of navigation, including obstruction warning.

(e) *Radionavigation service*. A radiodetermination service involving the use of radionavigation.

(f) *Maritime radionavigation service*. A radionavigation service intended for the benefit of ships.

(g) *Radionavigation land station*. A station in the radionavigation service not intended to be used while in motion.

(h) *Shore radionavigation station*. A radionavigation land station performing a maritime radionavigation service.

(i) *Radar*. A radiodetermination system based on the comparison of reference signals with radio signals reflected, or retransmitted, from the position to be determined.

(j) *Shore radar station*. A shore radionavigation station utilizing radar.

(k) *Radiolocation*. Radiodetermination used for purposes other than those of radionavigation.

(l) *Radiolocation service*. A radiodetermination service involving the use of radiolocation.

(m) *Maritime radiolocation service*. A radiolocation service intended for the benefit of ships.

(n) *Radiolocation land station*. A station in the radiolocation service not intended to be used while in motion.

(o) *Shore radiolocation station*. A radiolocation land station performing a maritime radiolocation service.

(p) *Shore radiolocation training station*. A shore radiolocation station used solely to train and qualify persons in the effective use of maritime radiodetermination.

(q) *Shore radiolocation test station*. A shore radiolocation station used solely for testing maritime radiodetermination apparatus incident to its manufacture, installation, repair, servicing, or maintenance.

5. Section 7.6 is amended by revising paragraphs (b) and (d) to read:

§ 7.6 Developmental maritime stations on land.

(b) *Developmental radiodetermination station*. A radiodetermination station operated for the express purpose of developing equipment or a technique

solely for use only in that portion of the non-Government radiodetermination service (including the non-Government radionavigation service) which has been specifically allocated the authorized frequency (or frequencies) of the developmental radiodetermination station.

(d) *Specific classification*. The specific classes of developmental stations on land licensed in the maritime mobile service, the maritime radiodetermination service (including maritime radionavigation service), and the maritime fixed services, are the same as classes defined in preceding sections of this part; however, for purposes of identification, the particular class of station is followed by the parenthetical indicator "(developmental)"; for example: "Public class III coast station (developmental)".

6. Section 7.7 is amended by revising paragraphs (a) through (c), deleting paragraph (e) including the note and inserting the word [Reserved] in lieu thereof, revising paragraph (j), and inserting new paragraphs (p) and (q) to read:

§ 7.7 Operational.

(a) *Safety communication*. The transmission or reception of distress, alarm, urgency, or safety signals, or any communication preceded by one of these signals, or any form of radiocommunication which, if delayed in transmission or reception, may adversely affect the safety of life or property.

(b) *Superfluous radiocommunication*. Any transmission that is not necessary in properly carrying on the service for which the station is licensed.

(c) *Harmful interference*. Any emission, radiation or induction which endangers the functioning of a radionavigation service or of other safety services, or seriously degrades, obstructs or repeatedly interrupts a radiocommunication service operating in accordance with regulations in this chapter.

(e) [Reserved]

(j) *Watch*. The act of listening on a designated frequency.

(p) *Port operations*. Communications in or near a port, or in locks or waterways, between coast stations and ship stations, or between ship stations, in which messages are restricted to those relating to the movement and safety of ships and, in emergency, to the safety of persons.

(q) *Business communication*. Radiocommunication pertaining to economic, commercial or governmental matters related directly to the purposes for which a ship is being used.

7. Section 7.8 is amended to read:

§ 7.8 Technical.

(a) *Spurious emission*. Emission on a frequency or frequencies which are outside the necessary band, and the level of which may be reduced without affecting the corresponding transmission of information. Spurious emissions include

harmonic emissions, parasitic emissions, and intermodulation products, but exclude emissions in the immediate vicinity of the necessary band which are a result of the modulation process for the transmission of information.

(b) *Selective calling.* A means of calling in which signals are transmitted in accordance with a prearranged code for the purpose of operating a particular automatic attention device in use at the selected station whose attention is sought.

(c) *Frequency band of emission.* A frequency band of emission is a frequency band of which the two designated limiting frequencies are established by an emission bandwidth referred to a particular carrier frequency. For the purpose of this definition, when a carrier is not present, a frequency normally coinciding with the center of the frequency band occupied by the emission is substituted therefor.

(d) *Authorized carrier frequency.* A specific carrier frequency authorized for use by a station, from which the actual carrier frequency is permitted to deviate, solely because of frequency instability, by an amount not to exceed the frequency tolerance.

(e) *Frequency tolerance.* The maximum permissible departure by the center frequency of the frequency band occupied by an emission from the assigned frequency or, by the characteristic frequency of an emission from the reference frequency. The frequency tolerance is expressed in parts in 10^6 or in cycles per second.

(f) *Frequency band.* A continuous range of frequencies extending between two designated limiting frequencies.

(g) *Bandwidth.* The number of cycles or kilocycles per second expressing the difference between the limiting frequencies of a frequency band.

(h) *Radio channel.* A frequency band, sufficient in width to permit its use for radiocommunication, comprised of the emission bandwidth, the interference guard bands, and the frequency tolerance.

(i) *Emission bandwidth.* The frequency bandwidth such that, below its lower and above its upper frequency limits, the mean powers radiated are each equal to 0.5 percent of the total mean power radiated by a given emission. In some cases, for example multichannel frequency-division systems, the percentage of 0.5 percent may lead to certain difficulties in the practical application of the definitions of occupied and necessary bandwidth; in such cases a different percentage may prove useful. (This definition coincides with the definition of "Occupied Bandwidth" which appears as paragraph 90 of the International Radio Regulations, Geneva, 1959.)

(j) *Interference guard bands.* The two frequency bands additional to and on either side of the authorized frequency band, which may be provided to minimize the possibility of interference between different radio channels.

(k) *Assigned frequency.* The center of the frequency band assigned to a station.

(l) *Frequency assignment.* The specific frequency or frequencies authorized

for the emission(s) of a particular station; expressed for each radio channel by:

(1) The authorized carrier frequency, the frequency tolerance, and the authorized emission bandwidth;

(2) The authorized emission bandwidth in reference to a specific assigned frequency (when a carrier does not exist); or

(3) The authorized frequency band (when a carrier does not exist).

(m) *Modulation.* The process of producing a wave, some characteristic of which varies as a function of the instantaneous value of another wave called the modulating wave.

(n) *Modulation factor.* (1) In an amplitude modulated wave, the ratio of half the difference between the maximum and minimum amplitudes to the average amplitude.

(2) In a frequency modulated wave, the ratio of the actual frequency swing to the frequency swing defined as 100 percent modulation.

(o) *Percentage modulation.* The modulation factor expressed in percent.

(p) *Amplitude modulation (AM).* Modulation in which the amplitude of a wave is the characteristic subject to variation.

(q) *Frequency modulation (FM).* Modulation in which the instantaneous frequency of a sine wave carrier is caused to depart from the carrier frequency by an amount proportional to the instantaneous value of the modulating wave.

(r) *Frequency deviation.* In frequency modulation, the peak difference between the instantaneous frequency of the modulated wave and the carrier frequency.

(s) *Frequency swing.* In frequency modulation, the peak difference between the maximum and the minimum values of the instantaneous frequency.

(t) *Deviation ratio.* In frequency modulation, for a sinusoidal modulating wave, the ratio of the maximum frequency deviation to the maximum frequency of the modulating wave.

(u) *Last radio stage.* In an electron tube radio transmitter, the radio-frequency oscillator or power amplifier stage which supplies all radiofrequency power to the antenna, either directly or through the medium of a transmission line.

(v) *Plate (anode) input power.* The electrical power delivered to the plate (anode) of an electron tube by the source of supply; this power being the product of the indicated anode voltage and the indicated anode current.

(w) *Antenna power.* The power supplied by a particular radio transmitter to the antenna used in connection with that transmitter, at a radio frequency or frequencies within an authorized frequency band.

(x) *Authorized transmitter power.* The power of a particular transmitter as designated in the respective station license or construction permit. Unless specifically expressed otherwise, this power is the total plate input power to all electron tubes of the last radio stage of the transmitter which are used to supply radio-frequency power to the an-

tenna, without modulation present in the case of a transmitter used for telephony by means of class A3 emission.

8. Section 7.22(b) is amended to read:

§ 7.22 Administrative classification of stations.

* * * * *

(b) Stations in the maritime radiolocation service subject to this part are licensed according to the class of station as designated below:

(1) Shore radiolocation stations;

(2) Shore radiolocation training stations;

(3) Shore radiolocation test stations.

9. Section 7.103(d) is amended to read:

§ 7.103 Requirements concerning station location.

* * * * *

(d) Applicants for permits to establish coast stations for transmission within the band 156 to 174 Mc/s shall cooperate in the selection of sites for radio transmitting facilities so as to minimize interference (such, for example, as may be caused by intermodulation) to the service of other coast stations, base stations of any land mobile service, and United States Government stations.

10. Section 7.104 is amended by revising paragraphs (b) (2), (c) (2) and (4) to read:

§ 7.104 Facilities required for coast stations.

* * * * *

(b) * * *

(2) Each coast station licensed to operate in the band 156 to 174 Mc/s shall be able to transmit and receive 156.8 Mc/s.

(c) * * *

(2) Each coast station licensed to operate on 156.8 Mc/s shall also be able to transmit and receive on at least one other frequency authorized for working with ship stations in the band 156 to 174 Mc/s.

* * * * *

(4) Each coast station which is licensed to operate on 156.6, 156.7, or 161.6 Mc/s shall also be able to transmit and receive on 156.8 Mc/s.

11. Section 7.106(g) (2) is amended to read:

§ 7.106 Operating controls.

* * * * *

(g) * * *

(2) A period of three seconds, when changing from the calling frequency to a working frequency and vice versa within the band 156 to 174 Mc/s.

12. Section 7.111(b) is amended to read:

§ 7.111 Modulation adjustments for telephony.

* * * * *

(b) Coast stations, fixed stations, and marine utility stations subject to this part using class F3 emission shall be capable of proper technical operation with a frequency deviation of 15 kc/s, which is regarded as 100 percent modulation. In general, such stations shall

be adjusted so that the transmission of speech normally produces, on this basis, peak modulation percentages between 75 and 100 percent.

13. Section 7.131 is amended to read:

§ 7.131 Authorized frequency tolerance.

(a) Unless the particular instrument of authorization specifically provides otherwise, the frequency tolerances authorized for stations on land in the maritime services subject to this part shall be as prescribed in the following paragraphs of this section.

(b) Authorized frequency tolerances for coast stations operating on frequencies below 515 kc/s or within the band 1600 to 27,500 kc/s:

Frequency ranges	Tolerance Parts in 10 ⁶
(1) From 14 to 515 kc/s	200
(2) From 1600 to 4000 kc/s	50
(3) From 4000 to 27,500 kc/s:	
Until Jan. 1, 1964	50
On and after Jan. 1, 1964	15

(c) Authorized frequency tolerances for coast stations operating on frequencies above 30 Mc/s and for marine utility stations:

Frequency ranges	Tolerance Parts in 10 ⁶
(1) From 30 to 50 Mc/s:	
For stations licensed to operate with a plate input power not in excess of 3 watts	200
For all other stations	100
(2) From 100 to 200 Mc/s: ¹	
Until Jan. 1, 1964	50
On and after Jan. 1, 1964	20

¹ Transmitters with a plate power input not in excess of 3 watts are permitted a tolerance of 100 parts in 10⁶ until Jan. 1, 1966. After that date a tolerance of 20 parts in 10⁶ is applicable.

(d) Authorized frequency tolerances for fixed stations operating in the maritime fixed services:

Frequency or frequency range	Tolerance Parts in 10 ⁶
(1) From 2000 to 2450 kc/s: Marine fixed stations and marine receiver-test stations	50
(2) For 27.255 Mc/s: The authorized frequency tolerance for marine control, marine repeater, and marine relay stations shall be specified in the respective station authorization.	
(3) From 72 to 76 Mc/s: Marine control, marine repeater, and marine relay stations:	
Until Jan. 1, 1964	50
On and after Jan. 1, 1964	20
(4) From 100 to 200 Mc/s: Marine receiver-test stations:	
Until Jan. 1, 1964	50
On and after Jan. 1, 1964	20

(e) The frequency tolerance authorized for stations on land operating in the maritime radiodetermination service shall be:

(1) When using radar transmitter(s) only, within a frequency band above 2400 Mc/s, the frequency tolerance is prescribed as follows: the frequency at which maximum emission occurs shall

be within the authorized frequency band and shall not be closer than 1.5/T megacycles per second to the upper and lower limits of the authorized frequency band, where "T" is the pulse duration in microseconds;

(2) For other stations on land operating in the maritime radiolocation service the authorized frequency tolerance shall be specified in the instrument of authorization issued in behalf of each station.

Frequency band	Classes of emission ¹
(1) Coast stations using telegraphy:	
14 to 160 kc/s	A1; and for brief testing A0.
160 to 490 kc/s	A1; for brief testing A0; A2, ² A2a, ² A2b ² for brief testing and distress, urgency and safety signals or any communication preceded by one of the signals.
490 to 515 kc/s	A1, A2, ² A2a, ² A2b; ² and for brief testing A0.
2035 to 27,500 kc/s	A1; and for brief testing A0.
(2) Coast stations and marine utility stations using telephony:	
1600 kc/s to 30 Mc/s ³	A3, A3a, A3b; for brief operating signals A1, A2, A2a, A2b; and for brief testing A0.
30 to 50 Mc/s	A3, A3a, A3b, F3; for brief operating signals A1, A2, A2a, A2b, F1, F2; and for brief testing A0, F0.
156 to 174 Mc/s ³	F3; for brief operating signals F1 and F2; and for brief testing F0.
For other frequencies or frequency bands.	As designated in the station authorizations.
(3) Marine fixed stations:	
2000 to 2450 kc/s	A3, A3a, A3b; for brief operating signals A1, A2, A2a, A2b; and for brief testing A0.
Marine receiver-test stations:	
2000 to 2450 kc/s	Primarily A3, A3a, A3b; secondarily for test calling signals A0, A1, A2a, A2b.
156 to 174 Mc/s	Primarily F3; secondarily for test calling signals F0, F1, F2.
Marine control, marine repeater, and marine relay stations:	
27.255 Mc/s	A1, A2, A2a, A2b, A3; and for brief testing A0.
72 to 76 Mc/s	A1, A2, A2a, A2b, A3, F1, F2, F3; and for brief testing A0, F0.
(4) Stations using radar transmitters only:	
Above 2400 Mc/s	PO.

¹ The letter "a" following class "A2" or "A3" emission means the emission of a single side band, with reduced carrier. The letter "b" following class "A2" or "A3" emission means the emission of two independent side bands, with reduced carrier.

² Permissible by keying the modulated emission. Keying the modulating audio frequency only, without interruption of the carrier wave, is not permissible. The use of any audio frequency pulse device such as a so-called "chopper" is prohibited.

³ See §§ 7.312 and 7.368.

(b) Stations of any category not designated in subparagraphs (1), (2), (3), and (4) of paragraph (a) of this section shall use the class or classes of emission specified in the particular station authorization.

(c) Classes of emission not authorized in paragraph (a) of this section may be authorized by the Commission in special circumstances, subsequent to a satisfactory showing by the applicant of a need therefor and provided harmful interference will not result from the use thereof. Each application requesting such special authorization shall fully describe the emission desired to be used, shall indicate the emission bandwidth required for effective operation, and shall state the purpose for which such emission is required.

NOTE: For information regarding the classification of emissions and the calculation

14. Section 7.132 is amended to read:

§ 7.132 Authorized classes of emission.

(a) When the class of emission is specifically designated in the instrument of authorization, stations on land in the maritime services subject to this part shall use emission in conformity with the terms of that document. Otherwise, such stations are authorized to employ classes of emission as follows:

tion of the bandwidth, reference should be made to Part 2 of this chapter.

§ 7.133 [Amendment]

15. Section 7.133(c) (1) is amended by changing in the first column of the table the three specifications "For 156.35 to 162.05 Mc" to read "For 156 to 174 Mc/s".

16. Section 7.134 is amended by revising paragraphs (a), (e), (g), and (h) to read:

§ 7.134 Authorized transmitter power.

(a) Stations on land subject to this part may use such antenna power as is necessary to carry on the service for which the station is licensed, on condition that the maximum authorized transmitter power shall, subject to the provisions of § 7.110(a), not be exceeded. Unless the station authorization specifically provides otherwise, the maximum au-

thorized transmitter power (as defined in § 7.8(x)) shall not exceed the particular power set forth in the following paragraphs which is applicable under the controlling factors designated therein in direct relation to that power.

(e) For coast stations and marine utility stations using telephony on any frequency assignment within one or more of the following frequency bands, and employing frequency modulation (FM), the maximum authorized transmitter power shall be:

Frequency band in which operation occurs	Maximum authorized transmitter power (without reference to modulation)		
	Public coast stations	Limited coast stations	Marine utility stations
35 to 44 Mc/s.....	100	100	10
156.325 to 156.625 Mc/s.....	100	100	10
156.625 to 156.675 Mc/s.....	100	(1)	10
156.675 to 161.625 Mc/s.....	250	100	10
161.775 to 162.025 Mc/s.....	1,000		

¹ 15 watts in areas other than the Great Lakes; 100 watts in the Great Lakes area.

(g) For marine control, marine repeater, and marine relay stations operating on the frequency 27.255 Mc/s or within the band 72-76 Mc/s, and for other classes of stations subject to this part operating on frequencies above 174 Mc/s, the authorized transmitter power shall be specified in the respective station authorization.

(h) For the purpose of assuring adherence to the requirements of this section, or the applicable terms of the station authorization, the authorized transmitter power, with reference to § 7.8 (v) and (x) may be computed for electron-tube transmitters by the method set forth in the following subparagraphs: *Provided*, That when the particular transmitter is used for telephony by means of amplitude modulation (class A3 emission or class A2 or special emission for operating signals), the authorized transmitter power shall, in all instances, be measured when modulation is not present.

17. Section 7.137(b) (2) is amended to read:

§ 7.137 Special requirements for radiotelephone transmitters.

(b) * * *

(2) Before being finally considered for type acceptance, such transmitters shall, in addition to meeting all other applicable requirements, comply with the following limitations and operating conditions:

(i) When using F1, F2, or F3 emission on any frequency within the band 35-44 Mc/s or within the band 156-174 Mc/s, any spurious emission appearing on any frequency removed from the carrier frequency by not less than 20 kc/s nor more than 40 kc/s shall be attenuated 25 decibels or more below the intensity of the unmodulated carrier;

(ii) Any spurious emission appearing on any radio frequency removed from the carrier frequency by not less than 40 kc/s nor more than 100 kc/s shall be attenuated 35 decibels or more below the intensity of the unmodulated carrier;

(iii) Any spurious emission appearing on any frequency removed from the carrier frequency by not less than 100 kc/s shall be attenuated below the intensity of the unmodulated carrier by not less than the amount specified herewith:

Maximum authorized transmitter power as specifically defined in § 7.8(x):	Attenuation (decibels)
3 watts or less.....	40
Over 3 watts and including 150 watts.....	60
Over 150 watts and including 600 watts.....	70
Over 600 watts.....	80

18. Section 7.138 is amended to read:

§ 7.138 Special requirements for radar transmitters.

(a) Each radar transmitter authorized for use in the maritime radiodetermination service (other than transmitters used in developmental stations) must be type approved by the Commission pursuant to the type approval procedure set forth in Part 2 of this chapter.

(b) In addition to meeting all other applicable requirements, such transmitters shall not have means available for any external adjustment(s) which can result in a deviation from the terms of the station authorization or any deviation from the applicable technical requirements for stations on land subject to this part with respect to the operation of radar transmitters.

19. A new § 7.139 is inserted to read:

§ 7.139 Apparatus for generating automatically the radiotelephone alarm signal.

(a) Any device for generating the radiotelephone alarm signal (as defined by § 7.188(b)) by automatic means shall be capable of being taken out of operation at any time in order to permit the immediate transmission of a distress call and message. The device shall comply with the following requirements:

(1) The tolerance of the frequency of each tone shall be plus or minus 1.5 percent;

(2) The tolerance on the duration of each tone shall be plus or minus 50 milliseconds;

(3) The interval between successive tones shall not exceed 50 milliseconds;

(4) The ratio of the amplitude of the stronger tone to that of the weaker shall be within the range 1 to 1.2.

(b) Except for experimental or trial operation under developmental station authorization, any device for generating the radiotelephone alarm signal by automatic means, which is used or operated by a coast station subject to this part for transmission of that signal, shall be of a type specifically approved by the Commission in respect to its accuracy, reliability, and other relevant characteristics.

20. Section 7.173 is amended by revising the note to read:

§ 7.173 Secrecy of communication.

NOTE: See secs. 501, 502, and 605 of the Communications Act of 1934; also Article 17 of the International Radio Regulations, Geneva, 1959.

21. Section 7.181 is amended by revising paragraphs (a) (1) and (b) (1), and inserting a new footnote 2 to read:

§ 7.181 Order of priority of communications.

(a) * * *

(1) Distress calls (including the international distress signal for radiotelegraphy),¹ the international radiotelegraph alarm signal,² the international radiotelephone alarm signal,³ distress messages, and distress traffic.

(b) * * *

(1) Distress calls (including the international distress signal for radiotelephony),¹ the international radiotelephone alarm signal,² distress messages, and distress traffic.

² See § 7.188 for definition of this signal.

22. Section 7.182 is amended by revising the note to read:

§ 7.182 Control by coast station.

NOTE: See Article 36 of the International Radio Regulations, Geneva, 1959.

23. Section 7.184 is amended to read:

§ 7.184 Transmission of traffic lists by coast stations.

(a) Public coast stations are authorized to transmit, on their normal working frequencies in the appropriate bands, lists of official call signs (or, alternatively in the use of telephony, the names of the respective ships) in alphabetical order so far as practicable, of all mobile stations for which they have traffic on hand. These traffic lists shall be transmitted at intervals of at least two hours and not more than four hours during the working hours of the coast station. The use of calling frequencies for this purpose is prohibited; however, coast stations may announce on a calling frequency that they are about to transmit such call lists on a specified working frequency.

(b) In operating pursuant to paragraph (a) of this section, public coast stations shall be governed by the applicable provisions of the International Radio Regulations.

NOTE: See paragraphs 1067 and 1300 of the International Radio Regulations, Geneva, 1959.

24. Section 7.187 is amended to read:

§ 7.187 Procedure relative to distress communication.

(a) *Applicable regulations.* In addition to the governing provisions of the Radio Regulations, Geneva, 1959 (see Article 36 thereof) applicable to the transmission and interception of distress signals and the handling of distress traf-

fic, land stations which are subject to this part shall, in cases of distress, be governed by the following paragraphs of this section. No provision of the International Radio Regulations shall prevent the use by a land station, in exceptional circumstances, of any means by telecommunication available to it for the purpose of assisting a mobile station in distress. A land station receiving a distress message shall, without delay, take the necessary action to advise the appropriate authorities responsible for providing for the operation of rescue facilities.

(b) *Acknowledgment of distress message.* Stations of the maritime mobile service which receive a distress message from a mobile station which is, beyond any possible doubt, in their vicinity, shall immediately acknowledge receipt. However, if it appears that the mobile station in distress is not in their vicinity, a short interval of time shall be allowed to elapse before acknowledging receipt of the message, in order to permit stations nearer to the mobile station in distress to acknowledge receipt without interference. All stations which hear a distress call shall immediately cease any transmission capable of interfering with the distress traffic and shall continue to listen on the frequency used for the emission of the distress call.

(c) *Form of acknowledgment.* (1) The acknowledgment of receipt of a distress message is transmitted, when radiotelegraphy is used, in the following form:

- (i) The call sign of the station sending the distress message, sent three times;
- (ii) The word "DE";
- (iii) The call sign of the station acknowledging receipt, sent three times;
- (iv) The group RRR;
- (v) The distress signal SOS.

(2) The acknowledgment of receipt of a distress message is transmitted, when radiotelephony is used, in the following form:

- (i) The call sign or other identification of the station sending the distress message, spoken three times;
- (ii) The words THIS IS;
- (iii) The call sign or other identification of the station acknowledging receipt, spoken three times;
- (iv) The word RECEIVED;
- (v) The distress signal MAYDAY.

(d) *Control of distress traffic.* (1) The control of distress traffic is the responsibility of the mobile station in distress or of the station which, in accordance with the governing provisions of the International Radio Regulations, has transmitted the distress message. These stations may, however, delegate the control of the distress traffic to another station.

(2) The station in distress or the station in control of distress traffic may impose silence either on all stations of the mobile service in the area or on any station which interferes with the distress traffic. It shall address these instructions "to all stations" or to one station only, according to circumstances. In either case, it shall use:

- (i) In radiotelegraphy, the abbreviation QRT followed by the distress signal

SOS. The use of the signal QRT SOS shall be reserved for the mobile station in distress and for the station controlling distress traffic;

(ii) In radiotelephony, the signal SEELONCE MAYDAY. The use of this signal shall be reserved for the mobile station in distress and for the station controlling distress traffic.

(3) If it is believed to be essential, any station of the mobile service near the ship, aircraft, or other vehicle in distress, may also impose silence. It shall use for this purpose:

(i) In radiotelegraphy, the abbreviation QRT followed by the word DISTRESS and its own call sign;

(ii) In radiotelephony, the word SEELONCE followed by the word DISTRESS and its own call sign or other identification.

(4) Any station which has been notified to cease transmission in connection with a situation of distress shall not resume transmission on any frequency which may cause interference to distress signals or traffic until notified by the station in control of the distress traffic that the distress traffic has ceased and transmission may be resumed, or until notified by the station issuing the original notice that transmission from the station in question will not interfere with the distress signals or traffic.

(e) *Transmission of a distress message by a station not itself in distress.*

(1) A land station which learns that a mobile station is in distress shall transmit a distress message in any of the following cases:

- (i) When the station in distress is not itself in a position to transmit the distress message;
- (ii) When the person responsible for the land station considers that further help is necessary;
- (iii) When, although not in a position to render assistance, it has heard a distress message which has not been acknowledged. At the same time, all necessary steps shall be taken to notify the authorities who may be able to render assistance.

(2) The transmission of a distress message under the conditions prescribed in subparagraph (1) of this paragraph shall be made on either or both of the international distress frequencies (500 kc/s radiotelegraph; 2182 kc/s radiotelephone) or on any other available frequency on which attention might be attracted.

(3) The transmission of the distress message under the conditions prescribed in subparagraph (1) of this paragraph shall always be preceded by the call indicated hereunder, which shall itself be preceded whenever possible by the radiotelegraph or radiotelephone alarm signal. (See § 7.188.) This call consists of:

- (i) When radiotelegraphy is used:
 - (a) The signal DDD SOS SOS SOS DDD;
 - (b) The word DE;
 - (c) The call sign of the transmitting station, sent three times.
- (ii) When radiotelephony is used:
 - (a) The signal MAYDAY RELAY, spoken three times;

(b) The words THIS IS;

(c) The call sign or other identification of the transmitting station, spoken three times.

(4) When the radiotelegraph alarm signal is used an interval of 2 minutes shall be allowed, whenever this is considered necessary, before the transmission of the call mentioned in subparagraph (3) (i) of this paragraph.

25. Sections 7.188-7.192 are revised and rearranged as follows: § 7.188 is amended and redesignated as § 7.190; § 7.189 is revised and redesignated as § 7.191; new §§ 7.188 and 7.189 are added; and §§ 7.190-7.192 are redesignated as §§ 7.192-7.194. As affected by this amendment, §§ 7.188-7.191 read as follows:

§ 7.188 Radiotelegraph and radiotelephone alarm signals.

(a) The international radiotelegraph alarm signal consists of a series of twelve dashes sent in one minute, the duration of each dash being four seconds and the duration of the interval between consecutive dashes one second. The purpose of this special signal is the actuation of automatic devices giving the alarm to attract the attention of the operator when there is no listening watch on the distress frequency.

(b) The international radiotelephone alarm signal consists of two substantially sinusoidal audio frequency tones transmitted alternately. One tone shall have a frequency of 2200 cycles per second and the other a frequency of 1300 cycles per second, the duration of each tone being 250 milliseconds. When generated by automatic means, the radiotelephone alarm signal shall be transmitted continuously for a period of at least 30 seconds, but not exceeding one minute; when generated by other means, the signal shall be transmitted as continuously as practicable over a period of approximately one minute. The purpose of this special signal is to attract the attention of the person on watch or to actuate automatic devices giving the alarm.

§ 7.189 Use of alarm signals.

(a) The radiotelegraph or radiotelephone alarm signal, as appropriate, shall only be used to announce:

- (1) That a distress call or message is about to follow; or
- (2) The transmission of an urgent cyclone warning. In this case the alarm signal may only be used by coast stations authorized by the Commission to do so; or

(3) The loss of a person or persons overboard. In this case the alarm signal may only be used when the assistance of other ships is required and cannot be satisfactorily obtained by the use of the urgency signal only, but the alarm signal shall not be repeated by other stations. The message shall be preceded by the urgency signal.

(b) In cases described in subparagraphs (2) and (3) of paragraph (a) of this section, the transmission of the warning or message by radiotelegraphy shall not begin until two minutes after the end of the radiotelegraph alarm signal.

§ 7.190 Radiotelegraph watch by coast stations.

(a) All coast stations (public and limited) licensed to use telegraphy on frequencies within the band 405-535 kc/s shall, during their hours of service, take the necessary measures to insure an efficient safety watch by a duly licensed radiotelegraph operator on the international distress frequency 500 kc/s for three minutes twice each hour, beginning at x h 15 and x h 45, Greenwich mean time. For this purpose, either headphones or a loudspeaker may be used, on condition that use of the loudspeaker is not less effective than use of headphones. While maintaining this watch, the operator shall not use or operate any radio equipment (such as, for examples, broadcast receivers, or amateur transmitters or receivers) not actually required in connection with maritime mobile service.

(b) All public coast stations licensed to use frequencies in the authorized bands between 405 and 535 kc/s shall, during their hours of service, remain on watch on the calling frequency 500 kc/s, except when the operator is transmitting on 500 kc/s, operating the station transmitting or receiving equipment on any other frequency authorized for transmission or reception in the maritime mobile service (including maintenance of the watch on 143 kc/s if required as provided by paragraph (c) of this section) if it is not possible to maintain at the same time, by any practicable means, the watch for calls on 500 kc/s. Any practicable means of maintaining this watch would include a loudspeaker or headphones energized, if necessary, by an additional radio receiver (other than the receiver actually in use for nonwatch purposes) which is tuned to 500 kc/s. The provisions of this section, however, shall not relieve the coast station from complying with the requirements for a safety watch as prescribed in paragraph (a) of this section.

(c) On condition that compliance with the following requirement shall in no way interrupt or reduce the efficiency of the safety watch prescribed in paragraph (a) of this section, each coast station equipped and licensed for communication by means of class A1 emission on frequencies within the band 90-160 kc/s shall, during its hours of service when not engaged in communication with another station of the maritime mobile service, keep watch for calls every hour on the frequency 143 kc/s for five minutes beginning at x h 35, Greenwich mean time.

§ 7.191 Radiotelephone watch by coast stations.

(a) Each public coast station licensed to use telephony shall, during its hours of service, keep watch on the frequency(s) authorized for working, which are used normally by mobile stations for transmission by telephony to the particular coast station; or in lieu of such watch, the coast station shall, during its hours of service, monitor such frequency(s) by any apparatus which will automatically intercept signals from mobile

stations with no less efficiency than that attainable by a watch and which automatically indicates the interception of such signals by either aural or visual means.

(b) As an alternative to keeping watch on (or monitoring) the working frequency(s) as prescribed by paragraph (a) of this section, a public coast station may, in the discretion of the station licensee, keep watch on (or monitor) the comparable frequency(s) designated for calling by telephony (assigned frequency 2182 kc/s, comparable to working frequencies within the band 1600-3500 kc/s; assigned frequency 156.8 Mc/s, comparable to working frequencies within the band 100 to 200 Mc/s).

(c) (1) Each public coast station licensed to transmit by telephony on one or more frequencies within the band 1600-3500 kc/s shall, during its hours of service for telephony, maintain an efficient watch for the reception of class A3 emission on the frequency 2182 kc/s whenever such station is not being used for transmission on that frequency: *Provided*, That the Commission may exempt any coast station from compliance with this requirement if it considers that the frequency 2182 kc/s is adequately guarded by other stations or that circumstances relative to the operation or location of the involved coast station are such as to render this requirement unreasonable or unnecessary for the purpose of this paragraph. The watch referred to in this subparagraph will not be deemed "efficient" unless the coast station is capable of normally receiving class A3 emission on 2182 kc/s from mobile stations within the associated working frequency service area of the coast station, including periods of time when the coast station is transmitting on any other authorized frequency.

(2) Each public coast station licensed to transmit by telephony on one or more frequencies within the band 156-174 Mc/s shall, during its hours of service for telephony, maintain an efficient watch for the reception of class F3 emission on the frequency 156.8 Mc/s whenever such station is not being used for transmission on that frequency: *Provided*, That the Commission may exempt any coast station from compliance with this requirement if it considers that the frequency 156.8 Mc/s is adequately guarded by other stations or that circumstances relative to the operation or location of the involved coast station are such as to render this requirement unreasonable or unnecessary for the purpose of this paragraph.

(d) Each limited coast station licensed to transmit by telephony on one or more of the working frequencies 156.6, 156.7, or 161.6 Mc/s shall, during its hours of service, maintain an efficient watch for class F3 emission on 156.8 Mc/s, whenever such station is not being used for transmission on that frequency. In the event 156.8 Mc/s is being used for distress, urgency, or safety, such station shall keep an additional watch on each assigned working frequency except in the case of 161.6 Mc/s where watch shall be kept on the associated ship frequency 157.0 Mc/s.

(e) With respect to those provisions of paragraphs (a), (b), (c), and (d) of this section pertaining to watch, the person who keeps such watch shall, in each instance, and at all times during the hours of service of the station, be a person who is authorized by the station licensee to operate, in accordance with applicable law and regulations, the appropriate radiotelephone transmitting apparatus of the particular station.

26. Section 7.207 is amended by revising the headnote and paragraphs (a) and (b) to read:

§ 7.207 Frequencies for call and reply.

(a) (1) The frequency 500 kc/s is the general international calling frequency, which shall be used by any coast station engaged in radiotelegraphy in the authorized band 405-535 kc/s.

(2) The frequency for replying to a call sent on the general calling frequency is 500 kc/s, except where the calling station requests that the reply be made on an authorized working frequency. In Region 2, and in other areas of heavy traffic, ship stations should request coast stations to answer on their normal working frequency.

(3) In order to facilitate the reception of distress calls, all transmissions on the frequency 500 kc/s shall be reduced to a minimum.

(b) The frequency 143 kc/s (class A1 emission only) is the international calling frequency used by stations of the maritime mobile service in the band 90-160 kc/s. When a ship station which uses frequencies in the band 90-160 kc/s desires to establish communication with a coast station, it shall call on the frequency 143 kc/s unless the International List of Coast Stations provides otherwise. Coast stations shall reply on their normal working frequency in this band. The frequency 143 kc/s shall be used exclusively for individual calls, replies to such calls, and the transmission of signals preparatory to traffic.

27. Section 7.209 is amended to read:

§ 7.209 Use of Morse Code required.

The signal code employed for telegraphy by stations in the maritime mobile service shall be the Morse Code signals specified in the Telegraph Regulations annexed to the International Telecommunication Convention, Geneva, 1959. However, for radiotelegraph communication of a special character, the use of other signals may be specifically authorized by the Commission in response to an appropriate application therefor.

28. Section 7.212 is amended by revising paragraphs (b) and (c) to read:

§ 7.212 Radiotelegraph operating procedure.

(b) In order to facilitate radiotelegraph communication in the maritime mobile service, all coast stations transmitting by means of telegraphy shall, whenever practicable, use the service abbreviations ("Q" signals) listed in Appendix 13 to the International Radio Regulations, Geneva, 1959.

(c) In addition to compliance with all applicable sections of this part, the operation of coast stations using telegraphy for call, reply, and the transmission of message traffic shall, in particular, comply with all applicable provisions of Articles 29, 30, 31, 37, 38, and 39 of the International Radio Regulations, Geneva, 1959.

29. Section 7.213 is amended to read:
§ 7.213 Station documents.

(a) All public coast stations using telegraphy shall be provided with the following documents:

(1) A valid station license, available in accordance with the provisions of § 7.102;

(2) The necessary operator license(s), available in accordance with the provisions of § 7.155;

(3) The station log required by this part;

(4) The Alphabetical List of Call Signs of Stations used in the Maritime Mobile Service;

(5) The List of Ship Stations;

(6) The International Radio Regulations, Geneva, 1959;

(7) Parts 7 and 8 of this chapter.

(b) All limited coast stations using telegraphy shall be provided with the documents specified by subparagraphs (1), (2), (3), (6), and (7) of paragraph (a) of this section.

(c) These documents shall be continuously and readily available to the licensed operator on duty during the hours of service of the station.

30. Section 7.304 is amended by revising paragraphs (b) and (c) to read:

§ 7.304 Assignable frequencies.

(b) Each of the specific frequencies in megacycles hereinafter designated in this paragraph may be licensed as an authorized carrier frequency for use by public coast stations employing telephony by means of frequency modulation, subject to and in accordance with other provisions of other applicable sections of this subpart and Subpart E of this part:

156.8

161.8—Except in Puerto Rico and the Virgin Islands

161.85—Except in Puerto Rico and the Virgin Islands

161.9

161.95

162.0

(c) In addition to the specific frequencies listed in paragraph (a) of this section, other frequencies within the bands between 2000 kc/s and 27.5 Mc/s, as shown in the Commission's Table of Frequency Allocations contained in § 2.106 of this chapter as being allocated for use by coast stations using telephony, may be assigned to such coast stations: *Provided, however, That initial authorizations for such frequencies shall be limited to 6 months duration.*

31. Section 7.305 is amended by revising paragraphs (a) (3) and (4) and paragraph (b) to read:

§ 7.305 Frequencies for calling and distress.

(a) * * *

(3) The international safety signal and call. The safety message which follows shall, where practicable, be sent on a working frequency and a suitable announcement to this effect shall be made at the end of the call.

(4) Normal calls, replies, and brief radio operating signals but only when the use of a different carrier frequency for this function appears to be impracticable by reason of operating or equipment limitations of a mobile station: *Provided, That as a general rule radiotelephone stations on board foreign ships shall be called on the frequency 2182 kc/s.*

(b) The frequency 156.8 Mc/s is the international safety and calling frequency for the maritime mobile radiotelephone service in the band 156-174 Mc/s. This frequency may be used by public coast stations as prescribed in § 7.309.

32. Section 7.307 is amended to read:

§ 7.307 Availability of frequencies above 100 Mc/s.

(a) Carrier frequencies assignable to public coast stations for working are designated in this section. Frequencies will be assigned in such order as to minimize interference. Each of these frequencies is available on a shared basis only and shall not be construed as available for the exclusive use of any one station licensee. These frequencies are not authorized for use in communicating with stations aboard aircraft.

Channel designator	For transmission (Mc/s)	For reception (Mc/s)
24	¹ 161.80	¹ 157.20
25	¹ 161.85	¹ 157.25
26	161.90	157.30
27	161.95	157.35
28	162.00	157.40

¹ These frequencies are not available in Puerto Rico or the Virgin Islands.

(b) The frequencies specified in paragraph (a) of this section are assignable in the sequence 161.9, 161.95, 161.85, 161.80, and 162.00 Mc/s primarily to public coast stations which provide service to one or more principal harbors or ports.

(c) Public coast stations which provide service to other than a principal harbor or port may be assigned the frequencies for transmission specified in paragraph (a) of this section in the sequence 161.90, 161.95, 161.85, 161.80, and 162.00 Mc/s upon the express condition that (1) such assignment shall be on a secondary basis with respect to use of the assigned frequencies by a station or stations providing service (existing or in the future) to one or more principal harbors or ports, and (2) subject to the provisions of §§ 7.180 and 7.181, interference shall not be caused to the service rendered any principal harbor or port.

§ 7.308 [Deletion]

33. Section 7.308 is deleted in its entirety.

34. Section 7.309 is amended to read:
§ 7.309 Use of assigned frequency 156.8 Mc/s.

(a) The frequency 156.8 Mc/s is authorized for call, reply, and safety purposes. It may be used for messages preceded by the urgency and safety signals and, if necessary, for distress messages. It may also be used to announce transmission on another frequency of traffic lists and important maritime information, including ordinary weather and hydrographic reports.

(b) The use of this frequency by public coast stations for transmission of any other category is not authorized.

(c) In general, calling and replying by public coast stations shall be conducted on a frequency authorized primarily for working.

35. Section 7.312(a) is amended to read:

§ 7.312 General radiotelephone operating procedure.

(a) *Limitations on calling.* (1) Except when transmitting a general call to all stations within range for announcing or preceding the transmission of distress, urgency, or safety messages, a public coast station shall call the particular station(s) with which it intends to communicate.

(2) Public coast stations shall call ship stations by voice unless it is known that the attention of a particular ship station with which communication is intended may be secured by other means (such as automatic actuation of a selective ringing device).

(3) Public coast stations may use authorized classes of emission for selective calling on each frequency authorized for working. The use of selective calling on either 2182 kc/s or 156.8 Mc/s is prohibited.

(4) Calling a particular station, either by voice or by other means, shall not continue for a period of more than one minute in each instance. If the called station is not heard to reply, that station shall not again be called until after an interval of two minutes. When a station called does not reply to a call sent three times at intervals of two minutes, the calling shall cease and shall not be renewed until after an interval of fifteen minutes; however, if there is no reason to believe that harmful interference will be caused to other communications in progress, the call sent three times at intervals of two minutes may be repeated after a pause of not less than three minutes. In event of an emergency involving safety, the provisions of this subparagraph shall not apply.

(5) Each public coast station, when using selective calling to secure the attention of a ship station with which it intends to communicate, shall transmit the type of signal and the particular signal code necessary to actuate the automatic attention device (selective ringer) known to be installed in the particular ship station and normally used for monitoring the coast station frequency which is used for transmitting such calls.

(6) Except in the event of an emergency involving safety, a public coast

station, with respect to operation on any frequency which is used also by other coast stations within the same communication area, shall not answer, or attempt to answer, a ship station until the latter has transmitted the call sign or name of the particular coast station with which it desires to communicate.

(7) A public coast station shall not attempt to communicate with a ship station that has specifically called another coast station until it becomes evident that the called station does not answer, or that communication between the ship station and the called station cannot be carried on because of unsatisfactory operating conditions.

36. Section 7.313 is amended to read:

§ 7.313 Station documents.

(a) Class I public coast stations, and class II public coast stations that provide communication with oceangoing vessels, shall be provided with the following documents:

(1) A valid station license, available in accordance with the provisions of § 7.102;

(2) The necessary operator license(s), available in accordance with the provisions of § 7.155;

(3) The station log required by this part;

(4) Parts 7 and 8 of this chapter;

(5) The Alphabetical List of Call Signs of Stations used in the Maritime Mobile Service;

(6) The List of Ship Stations;

(7) The International Radio Regulations, Geneva, 1959.

(b) Class II public coast stations that do not provide communication with oceangoing vessels, and class III public coast stations, shall be provided with the documents specified by subparagraphs (1), (2), (3), and (4) of paragraph (a) of this section.

(c) These documents shall be continuously and readily available to the licensed operator on duty during the hours of service of the station.

37. In § 7.351, paragraph (b) is revised and redesignated as paragraph (c), and a new paragraph (b) is added, as follows:

§ 7.351 Supplemental eligibility requirements.

(b) An authorization for a limited coast station for operation on 156.45 Mc/s may be granted to a person controlling public moorage facilities and otherwise serving the needs of vessels, or to a yacht club having moorage facilities.

(c) Each application for station authorization for a limited coast station or a marine utility station shall be accompanied by a written statement in detail sufficient to indicate clearly the applicant's eligibility under paragraph (a) or (b) of this section.

38. Section 7.354 is amended by revising paragraphs (a) (3) (iii) and (b) (5) to read:

§ 7.354 Points of communication.

(a) * * *

(3) * * *

(iii) Ship stations of a foreign country using telephony except on the frequencies 156.35, 156.9, and 156.95 Mc/s.

(b) * * *

(5) Such communication shall occur only on the frequencies 156.35, 156.45, 156.55, 156.9, and 156.95 Mc/s.

39. Section 7.356 is amended to read:

§ 7.356 Assignable frequencies above 30 Mc/s.

(a) The frequencies above 156 Mc/s listed in the following table may be authorized to limited coast stations for communication with ship stations as indicated in this section (these frequencies are not authorized for use in communicating with stations aboard aircraft):

Channel designator	Frequency (Mc/s)		Authorized communications
	Coast	Ship	
7A	156.35	156.35	Business and operational.
9	156.45	156.45	Do.
10	156.50	156.50	Do.
11	156.55	156.55	Do.
12	156.60	156.60	Port operations. ²
13	156.65	156.65	(1).
14	156.70	156.70	Port operations. ²
16	156.80	156.80	Safety and calling.
18A	156.90	156.90	Business and operational.
19A	156.95	156.95	Do.
20	161.60	157.00	Port operations.

¹ Business and operational in the Great Lakes area only. In other areas, limited to communication with ship stations for the exchange of information concerning shore radar stations or for communication essential for the current passage of a ship or ships through locks, bridge areas, and Government-controlled waterways.

² The frequencies 156.6 and 156.7 Mc/s are normally assignable in that sequence.

³ These frequencies are not available in Puerto Rico or the Virgin Islands.

NOTE: Limited coast stations in the Great Lakes area authorized to use 156.4 Mc/s prior to October 1, 1962, may continue to use the frequency pursuant to their authorization until January 1, 1963.

(b) Carrier frequencies within the band 30-50 Mc/s which may be authorized for use by limited coast stations and marine utility stations on shore employing either frequency modulation or amplitude modulation for telephony, for transmission and reception on the same frequency for communication pertaining only to the business and operational needs of ships, are designated herewith: *Provided*, That each of these assignable frequencies is available on a shared basis only and shall not be construed as available for the exclusive use of any one station licensee:

Carrier frequency	Normal geographic area of use
35.06 Mc/s	Gulf coast area, Puerto Rico, and Virgin Islands.
35.10 Mc/s	Pacific coast area and islands of the Pacific Ocean.
35.14 Mc/s	Atlantic coast area.
35.18 Mc/s	Midcontinent area, including Great Lakes.

(c) Persons authorized pursuant to this part to operate radio stations on frequencies in the band 35-36 Mc/s must recognize that the band is shared with various services in other countries; that harmful interference may be caused by

tropospheric and ionospheric propagation of signals from distant stations of all services of the United States and other countries operating on frequencies in this band; and that no protection from such harmful interference generally can be expected. Persons desiring to avoid such harmful interference should consider operation on available frequencies higher in the radio spectrum not generally subject to this type of difficulty.

NOTE: No new radio systems will be authorized in the maritime mobile service on the frequencies listed in paragraphs (b) and (c) of this section. An application requesting initial authority (or equivalent) to operate on one or more of these frequencies in behalf of a particular applicant will be construed as an application for a new radio system. All authorizations for the use of one or more of these frequencies will expire not later than March 31, 1963.

40. Section 7.358 is amended by revising the headnote and text to read:

§ 7.358 Conditions imposed upon assignments in the 156-174 Mc/s band.

Normally a limited coast station shall be authorized to use only one working frequency within the band 156.325-161.625 Mc/s in accordance with the table contained in § 7.356(a). Application for authority to use more than one frequency for working shall include a satisfactory showing of need for such additional frequency.

41. Section 7.359 is amended to read:

§ 7.359 Use of assigned frequency 156.8 Mc/s.

The frequency 156.8 Mc/s is authorized for call, reply, and safety purposes. It may also be used for messages preceded by the urgency and safety signals, announcing the transmission on another frequency in the 156-174 Mc/s band of important maritime information, and, if necessary, for distress messages. The use of this frequency by limited coast stations for transmissions of any other category is not authorized.

§ 7.361 [Deletion]

42. Section 7.361 is deleted in its entirety.

43. Section 7.366 is amended by revising paragraph (a) (3) and paragraph (b), and deleting footnote 1, as follows:

§ 7.366 Availability of 2182 kc/s for limited coast stations.

(a) * * *

(3) The international safety signal and call. The safety message which follows shall, where practicable, be sent on a working frequency and a suitable announcement to this effect shall be made at the end of the call.

* * * * *

(b) When using this frequency for purposes other than distress calls and distress traffic, and urgency and safety signals and messages, the carrier power of the radio transmitter shall not exceed 100 watts.

44. Section 7.368(a) is amended to read:

§ 7.368 General radiotelephone operating procedure.

(a) *Limitations on calling.* (1) Except when transmitting a general call to several stations within range for announcing or preceding the transmission of distress, urgency, or safety messages, a limited coast station or a marine-utility station shall call the particular station(s) with which it intends to communicate.

(2) Limited coast stations shall call ship stations by voice unless it is known that the attention of a particular ship station with which communication is intended may be secured by other means (such as automatic actuation of a selective ringing device).

(3) Limited coast stations may use authorized classes of emission for selective calling on each frequency authorized for working. The use of selective calling on either 2182 kc/s or 156.8 Mc/s is prohibited.

(4) Calling a particular station, either by voice or by other means, shall not continue for a period of more than thirty seconds in each instance. If the called station is not heard to reply, that station shall not again be called until after an interval of three minutes. In event of an emergency involving safety, the provisions of this subparagraph shall not apply.

(5) Each limited coast station, when using selective calling to secure the attention of a ship station with which it intends to communicate, shall transmit the type of signal and the particular signal code necessary to actuate the automatic attention device (selective ringer) known to be installed in the particular ship station and normally used for monitoring the coast station frequency which is used for transmitting such calls.

(6) Except in the event of an emergency involving safety, a limited coast station or a marine utility station with respect to operation on any frequency which is used also by other stations within the same communication area, shall not answer, or attempt to answer, a station on board ship until the latter has transmitted the call sign or name of the particular coast station with which it desires to communicate.

(7) A limited coast station or a marine utility station shall not attempt to communicate with a ship station that has specifically called another station until it becomes evident that the called station does not answer or that communication between the ship station and the called station cannot be carried on because of unsatisfactory operating conditions.

§ 7.370 [Amendment]

45. In § 7.370(a) (4), footnote 2 is redesignated as footnote 1.

46. The title of Subpart K is amended to read: "Subpart K—Stations on Land in the Maritime Radiodetermination Service".

47. Section 7.401 is amended to read:

§ 7.401 Limitation on station authorizations.

For operation of transmitters other than radar in stations on land in the maritime radiodetermination service,

only developmental station authorizations will be granted.

48. Section 7.402 is amended to read:

§ 7.402 Assignable frequencies.

(a) The following frequency bands are authorized for use by shore radionavigation stations (including shore radar stations):

2900 to 3100 Mc/s
9300 to 9500 Mc/s

(b) The following frequency bands are authorized for use by shore radiolocation stations:

(1) 2450 to 2500 Mc/s on condition that harmful interference shall not be caused to the fixed and mobile services, and on the condition that no protection shall be given from interference caused by emissions from industrial, scientific, or medical equipment.

(2)

2900 to 3100 Mc/s
5460 to 5650 Mc/s
9300 to 9500 Mc/s

The use of frequencies within these bands for radiolocation shall not cause harmful interference to the radionavigation service and to the Government radiolocation service. Each shore radiolocation station in the maritime radiolocation service (used for purposes other than navigation of ships or aircraft or warning of obstructions to navigation) authorized to operate in the band 3000–3246 Mc/s as of April 16, 1953, and which operates on frequencies between 3100 and 3246 Mc/s may continue to operate in the band 3100–3246 Mc/s for the duration of the term of its authorization in effect as of that date. Renewals of such authorizations, however, shall be contingent upon the condition that each such station shall not cause harmful interference to United States Government services.

49. Section 7.471 is amended to read:

§ 7.471 Eligibility requirements.

An authorization for a marine receiver-test station may be granted to the licensee of a public coast station using telephony and having a frequency assignment for this purpose within the band 2000–3500 kc/s or 156–174 Mc/s.

50. Section 7.473 is amended to read:

§ 7.473 Assignable frequencies.

The carrier frequency or frequencies assignable to a marine receiver-test station is (are) the specific carrier frequency or frequencies within the band 2000–3500 kc/s or 156–174 Mc/s used by public ship stations in transmitting by means of telephony to the particular public coast station with which the marine receiver-test station is associated; these frequencies with respect to ship stations of the United States are designated in §§ 8.354 and 8.359 of this chapter.

51. Section 7.501 is amended by deleting paragraph (b); as amended, § 7.501 reads:

§ 7.501 Supplemental eligibility.

An authorization for developmental operation of a station in any of the serv-

ices under this part will be issued only to those persons who are eligible to operate such stations on a regular basis.

52. Section 7.503 is amended by revising paragraph (c), and deleting paragraph (d), as follows:

§ 7.503 Assignable frequencies.

(c) In addition to the specific frequency bands designated by § 7.402 for shore radiolocation stations, the frequency bands 5350–5460 Mc/s and 9000–9200 Mc/s are authorized for use by developmental shore radiolocation stations. Use of frequencies within these bands shall not cause harmful interference to the aeronautical radionavigation service or the Government radiolocation service.

§ 7.504 [Amendment]

53. Section 7.504 is amended by deleting paragraph (d).

§ 7.506 [Amendment]

54. Section 7.506 is amended by deleting paragraph (b).

§ 7.509 [Deletion]

55. Section 7.509 is deleted in its entirety.

56. Section 7.529 is amended to read:

§ 7.529 Assignable frequencies.

(a) Provided one of the following designated carrier frequencies in megacycles is authorized for use by a particular limited coast station in the maritime service in accordance with the applicable provisions of Subpart J of this part, such carrier frequency may be authorized for additional use by that land station for operation (on a secondary basis in reference to maritime mobile service) as a shipyard base station in a supplemental land mobile service:

156.35	156.45	156.55
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(b) The carrier frequency which may be authorized for use (on a secondary basis in reference to maritime mobile service) by one or more shipyard mobile stations is the same as that authorized, in accordance with the provisions of paragraph (a) of this section, for use by a land station of the same permittee or licensee with which such mobile stations are to communicate: *Provided*, That the same carrier frequency is licensed also for use by ship stations of that permittee or licensee which regularly communicate with that land station.

B. Part 8, Stations on Shipboard in the Maritime Services, is amended as follows:

1. Section 8.1(b) is amended to read:

§ 8.1 Basis and purpose.

(b) The purpose of the rules and regulations in this part is to prescribe the manner in which portions of the radio spectrum may be made available for radiocommunication and radiodetermination for maritime operations and for public correspondence which require radio transmitting facilities on board ship and, for certain maritime communications, including public correspondence,

on board aircraft; and to prescribe, in so far as is necessary to carry out the provisions of statute and applicable treaties and agreements relative to radio operators and radio installations on board ships for safety purposes, the details as to location, manner of installation, use, and availability of the required equipment, apparatus, spare parts, and such supplementary equipment as may be necessary for the proper functioning of the required shipboard radio installations for the proper conduct of radio communication in time of emergency or distress.

2. Section 8.2 is amended by revising paragraphs (a) through (j), and paragraph (m) to read:

§ 8.2 General.

(a) *Safety Convention.* The International Convention for the Safety of Life at Sea, London, 1948, including the regulations annexed thereto.

(b) *International Radio Regulations.* The Radio Regulations in force annexed to the International Telecommunication Convention, Geneva, 1959, as between the Government of the United States and other Contracting Governments; and such preceding international radio regulations as remain in force between the Government of the United States and other Contracting Governments.

(c) *Region 1, Region 2, and Region 3.* Those geographic areas defined as "Region 1", "Region 2", and "Region 3" in Article 5 of the International Radio Regulations, Geneva, 1959.

(d) *Great Lakes Agreement.* The Agreement for the Promotion of Safety on the Great Lakes by Means of Radio and the regulations referred to therein, made by and between the Governments of the United States and Canada, which came into force on November 13, 1954.

(e) *Telecommunication.* Any transmission, emission or reception of signs, signals, writing, images, and sounds or intelligence of any nature by wire, radio, optical, or other electromagnetic systems.

(f) *Radiocommunication.* Telecommunication by means of radio waves.

(g) *Public correspondence.* Any telecommunication which the offices and stations must, by reason of their being at the disposal of the public, accept for transmission.

(h) *Station.* One or more transmitters or receivers or a combination of transmitters and receivers, including the accessory equipment, necessary at one location for carrying on a radiocommunication service. Each station shall be classified by the service in which it operates permanently or temporarily.

(i) *Ship station license.* A license authorizing the operation of a ship station, a survival craft station associated with a ship or a ship radionavigation station.

(j) *Person.* Includes an individual, partnership, association, joint stock company, trust, or corporation.

(m) *Radio district.* The territory within each radio district, and the address of the Engineer in Charge of each radio district, is set out in section 0.49 of the Commission's "Part O—Statement of

Organization, Delegations of Authority, and Other Information."

3. Section 8.3 is amended by revising paragraphs (a), (c), and (e) (2) to read:

§ 8.3 Maritime mobile service.

(a) *Mobile service.* A service of radio-communication between mobile and land stations, or between mobile stations.

(c) *Mobile station.* A station in the mobile service intended to be used while in motion or during halts at unspecified points.

(2) Public ship stations authorized to employ telegraphy for public correspondence are further classified according to their hours of service for telegraphy as designated herewith:

First Category. These stations carry on a continuous service of public correspondence.

Second Category. These stations carry on a designated service of public correspondence of prescribed but limited duration at least during the period designated for ship stations of the second category by the International Radio Regulations or, in the case of voyages of short duration, as otherwise designated by the Commission in accordance with those Regulations.

Third Category. These stations carry on a service of public correspondence, the duration of which is prescribed but is less than that of stations of the "Second Category," or is not prescribed but is determined by the master of vessel pursuant to his authority under section 360 of the Communications Act.

4. In § 8.4, the headnote and text are amended to read:

§ 8.4 Maritime radiodetermination service.

(a) *Radiodetermination.* The determination of position, or the obtaining of information relating to position, by means of the propagation properties of radio waves.

(b) *Radiodetermination service.* A service involving the use of radiodetermination.

(c) *Maritime radiodetermination service.* A radiodetermination service intended for the benefit of ships.

(d) *Radionavigation.* Radiodetermination used for the purposes of navigation, including obstruction warning.

(e) *Radionavigation service.* A radiodetermination service involving the use of radionavigation.

(f) *Maritime radionavigation service.* A radionavigation service intended for the benefit of ships.

(g) *Radionavigation mobile station.* A station in the radionavigation service intended to be used while in motion or during halts at unspecified points.

(h) *Ship radionavigation station.* A radionavigation mobile station located on board a ship and used solely for maritime radionavigation service.

(i) *Radar.* A radiodetermination system based on the comparison of reference signals with radio signals reflected,

or retransmitted, from the position to be determined.

(j) *Ship radar station.* A ship radionavigation station utilizing radar.

(k) *Radiolocation.* Radiodetermination used for purposes other than those of radionavigation.

(l) *Radiolocation service.* A radiodetermination service involving the use of radiolocation.

(m) *Maritime radiolocation service.* A radiolocation service intended for the benefit of ships.

(n) *Radilocation mobile station.* A station in the radiolocation service intended to be used while in motion or during halts at unspecified points.

(o) *Ship radiolocation station.* A radiolocation mobile station located on board a ship and used solely for maritime radiolocation service.

(p) *Ship radiolocation test station.* A ship radiolocation station used solely for testing maritime radionavigation apparatus incident to its manufacture, installation, repair, servicing, and/or maintenance.

(q) *Radio direction finding.* Radiodetermination using the reception of radio waves for the purpose of determining the direction of a station or object.

(r) *Direction finder (radio compass).* Apparatus capable of receiving clearly perceptible radio signals and capable of taking bearings on these signals from which the true bearing and direction of the point of origin of such signals with respect to the point of reception may be determined.

5. Section 8.5 is amended by revising paragraphs (b) and (c) to read:

§ 8.5 Developmental maritime stations on board ship.

(b) *Developmental radiodetermination station.* A radiodetermination station operated for the express purpose of developing equipment or a technique solely for use only in that portion of the nongovernment radiodetermination service (including the nongovernment radionavigation service) which has been specifically allocated the authorized frequency (or frequencies) of the developmental radiodetermination station.

(c) *Specific classification.* The specific classes of developmental stations on board ships in the maritime mobile service and in the maritime radiodetermination service (including maritime radionavigation service) are the same as the classes defined in preceding sections of this part; however, for purposes of identification, the particular class of station is followed by the parenthetical indicator "(developmental)"; for example: "limited ship station (developmental)".

6. Section 8.6 is amended to read:

§ 8.6 Operational.

(a) *Safety communication.* The transmission or reception of distress, alarm, urgency, or safety signals, or any communication preceded by one of these signals, or any form of radiocommunication which, if delayed in transmission or

reception, may adversely affect the safety of life or property.

(b) *Superfluous radiocommunication.* Any transmission that is not necessary in properly carrying on the service for which the station is licensed.

(c) *Harmful interference.* Any emission, radiation, or induction which endangers the functioning of a radionavigation service or of other safety services, or seriously degrades, obstructs, or repeatedly interrupts a radiocommunication service operating in accordance with regulations in this chapter.

(d) *500 kilocycles silence period.* The three-minute period twice an hour beginning at x h 15 and x h 45, Greenwich mean time, during which the International Radio Regulations require that all transmissions (except for certain emissions designated in those Regulations) must cease on all frequencies within a designated frequency band centered on 500 kc/s.

(e) *Watch.* The act of listening on a designated frequency.

(f) *Calling.* Transmission from a station solely to secure the attention of another station, or other stations, for a particular purpose.

(g) *Working.* Radiocommunication carried on, for a purpose other than calling, by any station or stations using telegraphy, telephony, or facsimile.

(h) *Operational communication.* Radiocommunication concerning the navigation, movement, or management of a ship or ships.

(1) *Navigation.* This includes the piloting of a vessel.

(2) *Movement.* This includes information and necessary communication relative to when and where the boat or ship will move or be moved as, for example, rendezvous at a port, basin, or marina, or for maneuvers during a cruise.

(3) *Management.* This includes the obtaining of necessary supplies for the ship, limited to immediate needs, and the scheduling of repairs or modifications to the ship, limited to communications with those directly involved in the repairs or modifications or concerned with changes in the movement of the ship because of those repairs or modifications.

(i) *Business communication.* Radio communication pertaining to economic, commercial, or governmental matters related directly to the purposes for which the ship is being used.

(j) *Port operations.* Communications in or near a port, or in locks or waterways, between coast stations and ship stations, or between ship stations, in which messages are restricted to those relating to the movement and safety of ships and, in emergency, to the safety of persons.

7. Section 8.7 is amended to read:

§ 8.7 Technical.

(a) *Spurious emission.* Emission on a frequency or frequencies which are outside the necessary band, and the level of which may be reduced without affecting the corresponding transmission of information. Spurious emissions include

harmonic emissions, parasitic emissions and intermodulation products, but exclude emissions in the immediate vicinity of the necessary band, which are a result of the modulation process for the transmission of information.

(b) *Authorized carrier frequency.* A specific carrier frequency authorized for use by a station from which the actual carrier frequency is permitted to deviate, solely because of frequency instability, by an amount not to exceed the frequency tolerance.

(c) *Frequency tolerance.* The maximum permissible departure by the center frequency of the frequency band occupied by an emission from the assigned frequency or, by the characteristic frequency of an emission from the reference frequency. The frequency tolerance is expressed in parts in 10^6 or in cycles per second.

(d) *Frequency band.* A continuous range of frequencies extending between two designated limiting frequencies.

(e) *Bandwidth.* The number of cycles or kilocycles per second expressing the difference between the limiting frequencies of a frequency band.

(f) *Radio channel.* A frequency band, sufficient in width to permit its use for radiocommunication, comprised of the emission bandwidth, the interference guard bands, and the frequency tolerance.

(g) *Emission bandwidth.* The frequency bandwidth such that, below its lower and above its upper frequency limits, the mean powers radiated are each equal to 0.5 percent of the total mean power radiated by a given emission. In some cases, for example multichannel frequency-division systems, the percentage of 0.5 percent may lead to certain difficulties in the practical application of the definitions of occupied and necessary bandwidth; in such cases a different percentage may prove useful. (This definition coincides with the definition of "Occupied Bandwidth" which appears as paragraph 90 of the International Radio Regulations, Geneva, 1959.)

(h) *Interference guard bands.* The two frequency bands additional to and on either side of the authorized frequency band, which may be provided to minimize the possibility of interference between different radio channels.

(i) *Assigned frequency.* The center of the frequency band assigned to a station.

(j) *Frequency assignment.* The specific frequency or frequencies authorized for the emission(s) of a particular station, expressed for each radio channel by:

(1) The authorized carrier frequency, the frequency tolerance, and the authorized emission bandwidth in relation to the authorized carrier frequency;

(2) The authorized emission bandwidth in reference to a specific assigned frequency (when a carrier does not exist); or

(3) The authorized frequency band (when a carrier does not exist).

(k) *Modulation.* The process of producing a wave some characteristic of which varies as a function of the in-

stantaneous value of another wave, called the modulating wave.

(l) *Modulation factor.* (1) In an amplitude modulated wave, the ratio of half the difference between the maximum and minimum amplitudes to the average amplitude;

(2) In a frequency modulated wave, the ratio of the actual frequency swing to the frequency swing defined as 100 percent modulation.

(m) *Percentage modulation.* The modulation factor expressed in percent.

(n) *Amplitude modulation (AM).* Modulation in which the amplitude of a wave is the characteristic subject to variation.

(o) *Frequency modulation (FM).* Modulation in which the instantaneous frequency of a sine wave carrier is caused to depart from the carrier frequency by an amount proportional to the instantaneous value of the modulating wave.

(p) *Frequency deviation.* In frequency modulation, the peak difference between the instantaneous frequency of the modulated wave and the carrier frequency.

(q) *Frequency swing.* In frequency modulation, the peak difference between the maximum and the minimum values of the instantaneous frequency.

(r) *Deviation ratio.* In frequency modulation, for a sinusoidal modulating wave, the ratio of the maximum frequency deviation to the maximum frequency of the modulating wave.

(s) *Last radio stage.* In an electron tube radio transmitter, the radiofrequency oscillator or power amplifier stage which supplies all radiofrequency power to the antenna, either directly or through the medium of a transmission line.

(t) *Plate (anode) input power.* The electrical power delivered to the plate (anode) of an electron tube by the source of supply; this power being the product of the indicated anode voltage and the indicated anode current.

(u) *Antenna power.* The power supplied by a particular radio transmitter to the antenna used in connection with that transmitter, at a radio frequency or frequencies within an authorized frequency band.

(v) *Authorized transmitter power.* The power of a particular transmitter as designated in the respective station license. Unless specifically expressed otherwise, this power is the total plate input power to all electron tubes in the last radio stage of the transmitter which are used to supply radiofrequency power to the antenna, without modulation present in the case of a transmitter used for telephony by means of class A3 emission.

(w) *Frequency band of emission.* A frequency band of emission is a frequency band of which the two designated limiting frequencies are established by an emission bandwidth referred to a particular carrier frequency. For the purpose of this definition, when a carrier is not present, a frequency normally coinciding with the center of the frequency band occupied by the emission is substituted therefor.

8. Section 8.21 is amended to read:

§ 8.21 Authorization required for operation of a radio station.

Any radio station required by the Communications Act to be licensed shall not be operated in any service regulated by this part except under and in accordance with a valid station authorization granted by the Commission. Further, the operation of such apparatus shall be conducted in conformity with the provisions of statute, international treaty or agreement, and the rules of the Commission relative to the licensing of operators.

NOTE: The Commission has exempted certain low power radio devices from its general licensing requirements; the extent of this exemption and related matters are set forth in Part 15, "Incidental and Restricted Radiation Devices", of this chapter. Licensing procedures and exemptions applicable to radio apparatus used for medical purposes, industrial heating, and other miscellaneous purposes not involving radiocommunication are set forth in Part 18, "Industrial, Scientific, and Medical Equipment", of this chapter.

9. Section 8.22 is amended to read:

§ 8.22 Administrative classification of stations.

(a) Stations in the maritime mobile service subject to this part are licensed according to the class of station normally as designated below:

(1) Public ship stations authorized to employ telegraphy for public correspondence:

- (i) First category;
- (ii) Second category;
- (iii) Third category;

(2) Public ship stations not authorized to employ telegraphy for public correspondence;

- (3) Limited ship stations;
- (4) Marine utility stations;
- (5) Survival craft stations.

(b) Public ship stations not authorized to employ telegraphy for public correspondence are licensed as public ship stations (one class) without distinction relative to hours of service for public correspondence.

(c) Limited ship stations are licensed (one class) without distinction relative to hours of service.

(d) One ship station license is issued in behalf of one station licensee to authorize the operation of a station which is within more than one class as enumerated in paragraph (a) of this section. In all such cases, if the station by reason of any portion of its use or operation comes within the definition of a public ship station (as defined by § 8.3 (e)), it is licensed as a public ship station. If the station is authorized to employ telegraphy for public correspondence, it is further classified in accordance with paragraph (a) (1) of this section.

(e) Survival craft stations are normally authorized by listing the transmitting equipment on the ship station license.

(f) Stations in the maritime radiolocation service subject to this part are licensed according to the class of station, normally as designated below:

- (1) Ship radiolocation stations;
- (2) Ship radiolocation test stations.

(g) Stations in the maritime radiolocation service subject to this part, including ship radar stations, are normally licensed as ship radionavigation stations.

§ 8.61 [Deletion]

10. Section 8.61 is deleted in its entirety.

11. Section 8.68 is amended by revising the headnote and text to read:

§ 8.68 Authority for survival craft stations.

Authority to operate a survival craft station will be granted only when the parent vessel is equipped with and authorized to operate a ship station.

12. Section 8.104 is amended by revising paragraphs (b) and (c), and paragraphs (f) (1) and (2) to read:

§ 8.104 Operating controls.

(b) Every ship station using telegraphy for normal traffic shall be provided with a device permitting change-over from telegraph transmission to telegraph reception and vice versa without manual switching. In addition, these stations should be able to listen on the reception frequency during the course of periods of transmission.

(c) Each ship station using a multi-channel installation for telegraphy (except equipment intended for use only in emergencies on frequencies below 515 kc/s) shall, when the authorized operator is present at the principal operating location, be capable of changing, after the need to do so occurs, from each operating radio channel to any other operating radio channel for transmission or reception by means of telegraphy within:

(1) A period of five seconds if the particular radio channels are within the same characteristic portion of the spectrum; or

(2) A period of fifteen seconds if the particular radio channels are not within the same characteristic portion of the spectrum.

(f) * * *

(1) A period of five seconds, when changing from the calling frequency to a working frequency and vice versa within the band 1600-4000 kc/s; or

(2) A period of three seconds, when changing from the calling frequency to a working frequency and vice versa within the band 156-174 Mc/s.

13. Section 8.105 is amended to read:

§ 8.105 Required radio channels for telegraphy.

(a) Each ship station using telegraphy on frequencies within the band 405-535 kc/s shall be capable of transmitting and receiving classes A1 and A2 emission on the frequency 500 kc/s, and on at least two working frequencies within this band. When a radiotelegraph installation is compulsorily fitted for safety purposes, a fourth frequency within this band which is authorized specifically for direction finding must be provided also.

(b) Each ship station using telegraphy on frequencies within the band 90-160

kc/s shall be capable of transmitting and receiving class A1 emission on the frequency 143 kc/s, and on at least two additional frequencies within this band (except within the band 140-146 kc/s) which are authorized for working.

(c) Each ship station using telegraphy on the specific frequencies in the bands between 4000 and 27,500 kc/s authorized by the International Radio Regulations, Geneva, 1959, exclusively for the maritime mobile service shall, in each of the bands for which facilities are provided to carry on its service, be capable of transmitting and receiving class A1 emission on at least one frequency authorized for calling and at least two frequencies authorized for working.

(d) Each ship station using, when in Region 2, telegraphy on frequencies within the band 2065-2107 kc/s shall be capable of transmitting and receiving class A1 emission on at least one frequency in this band authorized for working in addition to a frequency in this band authorized for calling.

14. Section 8.106 is amended to read:

§ 8.106 Required radio channels for telephony.

(a) Each ship radiotelephone station licensed to operate in the band 1605-3500 kc/s shall be able to transmit and receive on the frequency 2182 kc/s, and if used for other than safety communication shall be capable also of transmitting and receiving on at least two working frequencies within this band.

(b) Each ship radiotelephone station which operates in the band 156-174 Mc/s shall be able to transmit and receive on the frequencies 156.3 Mc/s and 156.8 Mc/s.

(c) The requirement contained in paragraph (b) of this section shall not be applicable when such station is equipped to operate on only one of the frequencies 156.35, 156.9, or 156.95 Mc/s.

(d) Upon the express condition that harmful interference shall not be caused to the service of any maritime mobile station which is operated in accordance with the provisions of paragraph (b) of this section, the requirement contained in paragraph (b) of this section shall not be applicable when a ship station is equipped to operate:

(1) On only one of the frequencies 157.2, 157.25, 157.3, 157.35, or 157.4 Mc/s; or

(2) On 156.65 Mc/s only, and the station is also capable of operation on the frequency 500 kc/s and two working frequencies in the band 415-515 kc/s, or the frequency 2182 kc/s and two working frequencies for telephony in the band 1605-3500 kc/s.

(e) The exception provided in subparagraph (2) of paragraph (d) of this section does not apply in the Great Lakes area.

§ 8.116 [Deletion]

15. Section 8.116 is deleted in its entirety.

16. Section 8.131 is amended to read:

§ 8.131 Authorized frequency tolerance.

(a) Unless the particular instrument of authorization specifically provides

otherwise, the frequency tolerances authorized for stations on board ships subject to this part shall be as prescribed in paragraphs (b) through (e) of this section.

(b) Authorized frequency tolerances for ship and survival craft stations operating on frequencies below 515 kc/s or within the frequency band 1600-27,500 kc/s:

Frequency ranges	Tolerance Parts in 10 ⁶
(1) From 100 to 515 kc/s (except for transmitters of the classes specified in (2) and (3) below)-----	1000
(2) From 100 to 515 kc/s; emergency transmitters only, the use of which is confined solely to safety communication as defined in § 8.6(a)-----	3000
(3) Survival craft stations on 500 kc/s-----	5000
(4) Ship stations from 1600 to 2070 kc/s and 2080 to 3500 kc/s-----	200
(5) Ship stations from 2070 to 2080 kc/s-----	50
(6) Survival craft stations on 2182 kc/s-----	200
(7) Stations when using frequencies within the band 4000 to 27,500 kc/s:	
Ship stations using class A1 emission-----	200
Ship stations using other than A1 emission-----	50
Survival craft stations on 8364 kc/s-----	200

(c) Authorized frequency tolerances for ship and survival craft stations operating on frequencies above 30 Mc/s:

Frequency ranges	Tolerance Parts in 10 ⁶
(1) From 30 to 50 Mc/s:	
For stations licensed to operate with a plate input power not in excess of 3 watts-----	200
For all other stations-----	100
(2) From 100 to 200 Mc/s except for 121.5 Mc/s: ¹	
Until Jan. 1, 1964 for ship stations-----	50
On and after Jan. 1, 1964 for ship stations-----	20
(3) Survival craft stations on 121.5 Mc/s-----	50

¹ Transmitters with a plate power input not in excess of 3 watts are permitted a tolerance of 100 parts in 10⁶ until Jan. 1, 1966. After that date a tolerance of 20 parts in 10⁶ is applicable.

(d) For stations in the maritime radiodetermination service (other than ship radar stations) the authorized frequency tolerance shall be specified in the instrument of authorization.

(e) The frequency tolerance authorized for ship radar stations is prescribed as follows: The frequency at which maximum emission occurs shall be within the authorized frequency band and shall not be closer than 1.5/T megacycles per second to the upper and lower limits of the authorized frequency band, where "T" is the pulse duration in microseconds.

17. Section 8.132 is amended by revising items (1) and (2) of the table in paragraph (a) to read:

§ 8.132 Authorized classes of emission.

(a) * * *

Frequency band

(1) Stations using telegraphy:

100 to 160 kc/s-----
160 to 515 kc/s-----
2065 to 2070 kc/s and
2080 to 25,000 kc/s.
2070 to 2080 kc/s-----

Classes of emission¹

A1; and for brief testing A0.
A1, A2,² A2a,² A2b;² and for brief testing A0.
A1; and for brief testing A0. Survival craft stations may, in addition, use class A2 emission.
Wide band telegraphy, facsimile and special transmission systems. Manual International Morse code and telephony are excluded.

(2) Stations using telephony:

1600 kc/s to 30 Mc/s ² -----
30 to 50 Mc/s-----
121.5 Mc/s-----
156 to 174 Mc/s-----

A3, A3a, A3b; for brief operating signals A1, A2, A2a, A2b; and for brief testing A0.
A3, A3a, A3b, F3; for brief operating signals A1, A2, A2a, A2b, F1, F2; and for brief testing A0, F0.
A2 for survival craft stations.
F3; for brief operating signals F1 and F2; and for brief testing F0.

For other frequencies or frequency bands. As designated in the station authorization.

§ 8.133(c) (1) [Amendment]

18. Section 8.133(c) (1) is amended by changing in the first column of the table the three specifications "For 156.25 to 157.45 Mc" to read "For 156 to 174 Mc/s".

19. Section 8.134 is amended by revising paragraphs (a), (c) (2), and (e) through (h) (1), as follows:

§ 8.134 Authorized transmitter power.

(a) Stations on board ship subject to this part may use such antenna power as is necessary to carry on the service for which the station is licensed, on condition that the maximum authorized transmitter power shall, subject to the provisions of § 8.110(a), not be exceeded; and on condition that the minimum authorized transmitter power shall not be less than that designated in paragraph (c) of this section. Unless the station authorization specifically provides otherwise, the maximum authorized transmitter power (as defined in § 8.7(v)) shall not exceed the particular power set forth in paragraphs (b) through (h) of this section which is applicable under the controlling factors designated therein in direct relation to that power. Unless the station license specifically pro-

vides otherwise, the minimum authorized transmitter power shall not be less than the particular power set forth in paragraph (c) of this section.

(c) * * *

(2) For ship stations on board any category of vessel, the authorized transmitter power on frequencies between 2000 and 27,500 kc/s assigned for communication by telephony shall not be less than the power designated in the following table: *Provided, however*, That the Commission may specifically license the use of authorized transmitter power less than that specified in the following table for telephone communication on frequencies within the band 2000-4000 kc/s on condition that the applicant or station licensee shall make a satisfactory showing to the Commission that, with the plate (anode) input power to be used (see § 8.7(t)), a minimum radio-frequency field intensity of 7.4 millivolts per meter will be obtained on each such frequency at a distance over seawater of one statute mile (over fresh water, the minimum radiofrequency field intensity is reduced to 4.8 millivolts per meter at one statute mile) from the ship station independent of the direction in which the ship is headed.

Class of radio frequency amplifier used in last radio stage of transmitter	Minimum authorized transmitter power in watts (when no modulation is present)
Class C—Plate, or plate and screen grid modulated.	15.
Class C—Control, screen, or suppressor grid modulated.	30.
Class C—Cathode modulated-----	24.
Other classes-----	Equivalent values as specified in the station authorization.

* * * * *

(e) For ship stations (except marine utility ship stations) using class F3 emission in the band 35-44 Mc/s, the maximum authorized transmitter power is 100 watts. For marine utility ship stations the maximum authorized transmitter power in this band is 10 watts.

(f) For ship stations (except marine utility ship stations) using class F3 emission on any authorized frequency except 156.65 Mc/s in the band 156-174 Mc/s, the maximum authorized transmitter power is 100 watts in Regions 2 and 3, and 40 watts in Region 1. The maxi-

imum authorized transmitter power for use on 156.65 Mc/s is 100 watts in the Great Lakes area, and 15 watts in other areas. The maximum authorized transmitter power for marine utility ship stations in the band 156-174 Mc/s is 10 watts.

(g) For stations on board ship which are licensed to transmit on frequencies above 174 Mc/s, the authorized transmitter power shall be specified in the respective station license.

(h) (1) For the purpose of assuring adherence to the requirements of this section or the applicable terms of the

station authorization, the authorized transmitter power, with reference to paragraphs (t) and (v) of § 8.7, may be computed for electron tube transmitters by the method set forth in the following subparagraphs: *Provided*, That when the particular transmitter is used for telephony by means of amplitude modulation (class A3 emission and secondarily class A2 or special emission for operating signals) the authorized transmitter power may be measured when modulation is not present.

20. Section 8.135(a) is amended by revising the introductory text to read:

§ 8.135 Suppression of interference from receiving apparatus.

(a) The use or operation of any radio receiving system or apparatus on board a ship of the United States (excluding lifeboats and other survival craft) shall not, by reason of emission therefrom cause harmful interference to any authorized maritime mobile or maritime radiodetermination service or impair the efficiency of any auto alarm or watch on any radiofrequency used for either of these services: *Provided*, That this regulation shall not prevent the use or operation of any radio receiving apparatus or system on board ship when the installation or use thereof is required by act of Congress or any treaty to which the United States is a party unless the Commission finds that the interfering emission from such apparatus or system is capable of:

21. Section 8.136 is amended by revising paragraphs (b)(3) and (d)(1) to read:

§ 8.136 Spurious emission limitations.

(3) On any frequency removed from the center of the authorized frequency band of emission by more than 250 percent of the authorized emission bandwidth: by at least the number of decibels equal to $40 + 10 \log_{10} P$, where P is the maximum "authorized transmitter power" in watts as such power is specifically defined in § 8.7(v) without applying the power tolerance prescribed in § 8.110(a).

(1) Survival craft transmitters;

22. Section 8.137(a) is amended to read:

§ 8.137 Special requirements for radiotelephone transmitters.

(a) In order to be type accepted each radiotelephone transmitter shall automatically prevent modulation in excess of 100 percent. This requirement, however, shall not apply to transmitters licensed for an authorized transmitter power not exceeding three watts or to survival craft station transmitters. In the event the operation of any licensed radiotelephone transmitter causes harmful interference to any authorized radio service by reason of excessive modulation, the Commission may, in its discretion, require that the use of such transmitter be discontinued until it will automatically prevent modulation in excess of 100 percent.

23. Section 8.138(b)(1) is amended to read:

§ 8.138 Special requirements for ship radar transmitters.

(b)(1) The design and construction of the radar transmitter shall be such that, when properly installed, its use will not produce harmful interference to any other radiodetermination service or any maritime mobile service;

24. Section 8.139 is amended by revising the headnote and inserting a new paragraph (b) to read:

§ 8.139 Transmitters required to be type accepted for licensing.

(b) Each survival craft station transmitter which has not been type approved pursuant to § 8.520 shall be type accepted for licensing.

25. Section 8.140 is amended to read:

§ 8.140 Type acceptance of equipment.

(a) Any manufacturer of a radio transmitter intended for use or used in ship stations, marine utility stations, or survival craft stations may request type acceptance for such transmitters by following the type acceptance procedure set forth in Part 2 of this chapter: *Provided, however*, That the provisions of this section do not apply to transmitters provided for compliance with the radiotelegraph requirements of title III, part II of the Communications Act of 1934.

(b) Type acceptance of a radio transmitter may be requested also by an applicant for a station authorization by following the type acceptance procedure set forth in Part 2 of this chapter. Such transmitters, if type accepted, are not normally included in the Commission's "Radio Equipment List, Part C", but are individually identified on the station authorization.

26. A new § 8.141 is inserted to read:

§ 8.141 Special requirements for survival craft stations.

(a) Equipment provided for use in survival craft stations shall, if capable of transmitting on:

- (1) The frequency 500 kc/s, be able to use class A2 emission;
- (2) The frequency 2182 kc/s, be able to use class A3 emission;
- (3) The frequency 8364 kc/s, be able to use class A2 emission;
- (4) The frequency 121.5 Mc/s, be limited to class A2 emission.

(b) If a receiver is provided, it shall be capable of receiving the frequency and types of emission which the transmitter is capable of using: *Provided*, That if the transmitter frequency is 8364 kc/s the receiver shall be capable of receiving A1 and A2 emission throughout the band 8320-8745 kc/s: *And further provided*, That if the transmitter frequency is 121.5 Mc/s, the receiver shall be capable of receiving A3 emission.

(c) Survival craft transmitters operating on the frequency 500 kc/s or on the frequency 8364 kc/s shall be capable of manual keying. If provisions are made for automatically transmitting the radiotelegraph alarm signal or the radio-

telegraph distress signal, such provisions shall meet the requirements of § 8.557 (b)(4) (i), (ii), (v), and (vi).

27. A new § 8.142 is inserted to read:

§ 8.142 Apparatus for generating automatically the radiotelephone alarm signal.

(a) Any device for generating the radiotelephone alarm signal (as defined by § 8.245(b)) by automatic means shall be capable of being taken out of operation at any time in order to permit the immediate transmission of a distress call and message. The device shall comply with the following requirements:

(1) The tolerance of the frequency of each tone shall be plus or minus 1.5 percent;

(2) The tolerance on the duration of each tone shall be plus or minus 50 milliseconds;

(3) The interval between successive tones shall not exceed 50 milliseconds;

(4) The ratio of the amplitude of the stronger tone to that of the weaker shall be within the range 1 to 1.2.

(b) Except for experimental or trial operation under developmental station authorization, any device for generating the radiotelephone alarm signal by automatic means, which is used or operated by a mobile station subject to this part for transmission of that signal, shall be of a type specifically approved by the Commission in respect to its accuracy, reliability, and other relevant characteristics.

28. Section 8.155 is amended by revising the introductory text of paragraph (b)(1), and inserting a new paragraph (c) to read:

§ 8.155 Waivers of operator license.

(b) *For ship radar.* (1) No radio operator license is required for the operation on board ship, during the course of the normal rendition of service, of ship radar stations: *Provided*, That the following conditions are met or provided for by the licensee of the station:

(c) *For survival craft.* No radio operator license is required for the operation of a survival craft station while it is being used solely for survival purposes.

§ 8.172 [Deletion]

29. Section 8.172 is deleted in its entirety.

30. Section 8.173 is amended to read:

§ 8.173 Authority of the master.

(a) Except as may be regulated by law or international agreement or by the rules of the Commission, the service of each station on board ship shall at all times be under the supreme control of the master, who shall require that each operator of such station comply with the International Radio Regulations in force and that the ship station for which the operator is responsible is used, at all times, in accordance with those regulations.

(b) However, during any period in which the Department of Defense lawfully may exercise and is in fact lawfully exercising emergency controls over

United States merchant shipping, no provisions of the Commission's rules and regulations shall prevent the master of any ship of the United States from taking any action whatsoever in regard to the radio installation, the operators, the transmission and receipt of messages, and the radio service of the ship whenever in his discretion such action is necessary to carry out instructions of the Department of Defense.

31. Section 8.174 is amended by revising the note to read:

§ 8.174 Secrecy of communication.

* * * * *

NOTE: See secs. 501, 502, and 605 of the Communications Act; also Article 17 of the International Radio Regulations, Geneva, 1959.

32. Section 8.177 is amended by revising paragraphs (a) (1) and (b) (1), Footnote 1, and inserting a new Footnote 2 to read:

§ 8.177 Order of priority of communications.

(a) * * *

(1) Distress calls (including the international distress signal for radiotelegraphy),¹ the international radiotelegraph alarm signal,² the international radiotelephone alarm signal,² distress messages, and distress traffic.

(b) * * *

(1) Distress calls (including the international distress signal for radiotelephony),¹ the international radiotelephone alarm signal,² distress messages, and distress traffic.

¹ See § 8.234 for definition of this signal.

² See § 8.245 for definition of this signal.

33. Subpart J (§§ 8.231-8.241) is deleted and the following new Subpart J (including a new title and new §§ 8.231-8.250) is inserted to read:

Subpart J—Distress, Alarm, Urgency, and Safety

§ 8.231 Applicable regulations.

In addition to the governing provisions of the International Radio Regulations, Geneva, 1959 (see Article 36 thereof) applicable to the transmission and interception of distress, alarm, urgency, and safety signals and messages, mobile stations which are subject to this part shall be governed by this subpart in cases of distress, alarm, urgency, or safety transmissions.

§ 8.232 Authority for distress transmission.

No provision of the International Radio Regulations prevents the use by a mobile station in distress of any means at its disposal to attract attention, make known its position, and obtain help. A distress call and message, however, shall be transmitted only on the authority of the master or person responsible for the mobile station. No person shall knowingly transmit, or cause to be transmitted, any false or fraudulent signal of distress or communication relating thereto.

§ 8.233 Radio channels for distress.

(a) In case of distress, mobile radiotelegraph stations provided with frequencies in the bands between 405 and 535 kc/s shall use the international radiotelegraph distress frequency 500 kc/s, with maximum transmitter power obtainable, when requesting assistance from the maritime services; the class of emission to be used if possible shall be A2. Ship radiotelegraph stations which cannot transmit on 500 kc/s should use any other available frequency on which attention might be attracted.

(b) In case of distress, mobile radiotelephone stations provided with frequencies in the authorized bands between 1605 and 4000 kc/s shall use the international radiotelephone distress frequency 2182 kc/s, preferably with class A3 emission, when requesting assistance from the maritime services. Ship radiotelephone stations which cannot transmit on 2182 kc/s should use any other available frequency on which attention might be attracted.

§ 8.234 Distress signals.

(a) The international radiotelegraph distress signal consists of the group "three dots, three dashes, three dots" (... — — — ...), symbolized herein by SOS, transmitted as a single signal in which the dashes are slightly prolonged so as to be distinguished clearly from the dots.

(b) The international radiotelephone distress signal consists of the word MAYDAY, pronounced as the French expression "m'aider".

(c) These distress signals indicate that a mobile station is threatened by grave and imminent danger and requests immediate assistance.

§ 8.235 Distress calls.

(a) The distress call sent by radiotelegraphy consists of:

(1) The distress signal SOS, sent three times;

(2) The word "DE;"

(3) The call sign of the mobile station in distress, sent three times.

(b) The distress call sent by radiotelephony consists of:

(1) The distress signal MAYDAY spoken three times;

(2) The words THIS IS;

(3) The call sign (or name, if no call sign assigned) of the mobile station in distress, spoken three times.

(c) The distress call shall have absolute priority over all other transmissions. All stations which hear it shall immediately cease any transmission capable of interfering with the distress traffic and shall continue to listen on the frequency used for the emission of the distress call. This call shall not be addressed to a particular station and acknowledgment of receipt shall not be given before the distress message which follows it is sent.

§ 8.236 Distress messages.

(a) The radiotelegraph distress message consists of:

(1) The distress signal SOS;

(2) The name of the mobile station in distress;

(3) Particulars of its position;
(4) The nature of the distress;
(5) The kind of assistance desired;
(6) Any other information which might facilitate rescue.

(b) The radiotelephone distress message consists of:

(1) The distress signal MAYDAY;
(2) The name of the mobile station in distress;

(3) Particulars of its position;
(4) The nature of the distress;
(5) The kind of assistance desired;
(6) Any other information which might facilitate rescue (for example, the length, color, and type of vessel; number of persons on board, etc.).

(c) As a general rule, a ship shall signal its position in latitude and longitude (Greenwich), using figures for the degrees and minutes, together with one of the words NORTH or SOUTH and one of the words EAST or WEST. In radiotelegraphy, the signal shall be used to separate the degrees from the minutes. When practicable, the true bearing, and distance in nautical miles from a known geographical position may be given.

§ 8.237 Radiotelegraph distress call and message transmission procedure.

(a) The radiotelegraph distress procedure shall normally consist of the following six steps; however, when time is vital, the second step of this procedure, or even the first and second steps, may be omitted. These two steps of the distress procedure may also be omitted in circumstances where transmission of the alarm signal is considered unnecessary:

(1) The radiotelegraph alarm signal;
(2) The distress call and an interval of two minutes;

(3) The distress call;

(4) The distress message;

(5) Two dashes of ten to fifteen seconds each;

(6) The call sign of the mobile station in distress.

(b) The radiotelegraph distress transmissions shall be sent by means of the International Morse Code at a speed not exceeding 16 words per minute nor less than 8 words per minute.

(c) The distress message, preceded by the distress call, shall be repeated at intervals, especially during the 500 kc/s international silence periods, until an answer is received. The radiotelegraph alarm signal may also be repeated, if necessary.

(d) The transmissions under paragraph (a) (5) and (6) of this section, which are to permit direction finding stations to determine the position of the station in distress, may be repeated at frequent intervals if necessary.

(e) When the mobile station in distress receives no answer to a distress message transmitted on the distress frequency, the message may be repeated on any other available frequency on which attention might be attracted.

§ 8.238 Radiotelephone distress call and message transmission procedure.

(a) The radiotelephone distress procedure shall consist of:

(1) The radiotelephone alarm signal (whenever possible);

(2) The distress call;
 (3) The distress message.
 (b) The radiotelephone distress transmissions shall be made slowly and distinctly, each word being clearly pronounced to facilitate transcription.

(c) After the transmission by radiotelephony of its distress message, the mobile station may be requested to transmit suitable signals followed by its call sign or name, to permit direction-finding stations to determine its position. This request may be repeated at frequent intervals if necessary.

(d) The distress message, preceded by the distress call, shall be repeated at intervals until an answer is received. This repetition shall be preceded by the radiotelephone alarm signal whenever possible.

(e) When the mobile station in distress receives no answer to a distress message transmitted on the distress frequency, the message may be repeated on any other available frequency on which attention might be attracted.

§ 8.239 Acknowledgment of receipt of distress message.

(a) Stations of the maritime mobile service which receive a distress message from a mobile station which is, beyond any possible doubt, in their vicinity, shall immediately acknowledge receipt. However, in areas where reliable communication with one or more coast stations are practicable, ship stations may defer this acknowledgment for a short interval so that a coast station may acknowledge receipt.

(b) Stations of the maritime mobile service which receive a distress message from a mobile station which, beyond any possible doubt, is not in their vicinity, shall allow a short interval of time to elapse before acknowledging receipt of the message, in order to permit stations nearer to the mobile station in distress to acknowledge receipt without interference.

§ 8.240 Form of acknowledgment.

(a) The acknowledgment of receipt of a distress message is transmitted, when radiotelegraphy is used, in the following form:

(1) The call sign of the station sending the distress message, sent three times;

(2) The word DE;

(3) The call sign of the station acknowledging receipt, sent three times;

(4) The group RRR;

(5) The distress signal SOS.

(b) The acknowledgment of receipt of a distress message is transmitted, when radiotelephony is used, in the following form:

(1) The call sign or other identification of the station sending the distress message, spoken three times;

(2) The words THIS IS;

(3) The call sign or other identification of the station acknowledging receipt, spoken three times;

(4) The word RECEIVED;

(5) The distress signal MAYDAY.

§ 8.241 Information furnished by acknowledging station.

(a) Every mobile station which acknowledges receipt of a distress message shall, on the order of the master or person responsible for the ship, aircraft, or other vehicle carrying such mobile station, transmit as soon as possible the following information in the order shown:

(1) Its name;

(2) Its position, in the form prescribed in § 8.236(c);

(3) The speed at which it is proceeding towards, and the approximate time it will take to reach, the mobile station in distress.

(b) Before sending this message, the station shall ensure that it will not interfere with the emissions of other stations better situated to render immediate assistance to the station in distress.

§ 8.242 Transmission of distress message by a station not itself in distress.

(a) A mobile station or a land station which learns that a mobile station is in distress shall transmit a distress message in any of the following cases:

(1) When the station in distress is not itself in a position to transmit the distress message;

(2) When the master or person responsible for the ship, aircraft, or other vehicle not in distress, or the person responsible for the land station, considers that further help is necessary;

(3) When, although not in a position to render assistance, it has heard a distress message which has not been acknowledged. When a mobile station transmits a distress message under these conditions, it shall take all necessary steps to notify the authorities who may be able to render assistance.

(b) The transmission of a distress message under the conditions prescribed in paragraph (a) of this section shall be made on either or both of the international distress frequencies (500 kc/s radiotelegraph; 2182 kc/s radiotelephone) or on any other available frequency on which attention might be attracted.

(c) The transmission of the distress message shall always be preceded by the call indicated below, which shall itself be preceded whenever possible by the radiotelegraph or radiotelephone alarm signal. This call consists of:

(1) When radiotelegraphy is used:

(i) The signal DDD SOS SOS SOS DDD;

(ii) The word DE;

(iii) The call sign of the transmitting station, sent three times.

(2) When radiotelephony is used:

(i) The signal MAYDAY RELAY, spoken three times;

(ii) The words THIS IS;

(iii) The call sign or other identification of the transmitting station, spoken three times.

(d) When the radiotelegraph alarm signal is used, an interval of two minutes shall be allowed, whenever this is considered necessary, before the transmission of the call mentioned in subparagraph (c) (1) of this section.

§ 8.243 Control of distress traffic.

(a) Distress traffic consists of all messages relating to the immediate assistance required by the mobile station in distress. In distress traffic, the distress signal shall be sent before the call and at the beginning of the preamble of any radiotelegram.

(b) The control of distress traffic is the responsibility of the mobile station in distress or of the station which, pursuant to § 8.242(a), has sent the distress message. These stations may, however, delegate the control of the distress traffic to another station.

(c) The station in distress or the station in control of distress traffic may impose silence either on all stations of the mobile service in the area or on any station which interferes with the distress traffic. It shall address these instructions "to all stations" or to one station only, according to circumstances. In either case, it shall use:

(1) In radiotelegraphy, the abbreviation QRT, followed by the distress signal SOS. The use of the signal QRT SOS shall be reserved for the mobile station in distress and for the station controlling distress traffic;

(2) In radiotelephony, the signal SEELONCE MAYDAY. The use of this signal shall be reserved for the mobile station in distress and for the station controlling distress traffic.

(d) If it is believed to be essential, any station of the mobile service near the ship, aircraft, or other vehicle in distress, may also impose silence. It shall use for this purpose:

(1) In radiotelegraphy, the abbreviation QRT, followed by the word DISTRESS and its own call sign;

(2) In radiotelephony, the word SEELONCE, followed by the word DISTRESS and its own call sign or other identification.

§ 8.244 Notification of resumption of normal working.

(a) When distress traffic has ceased, or when silence is no longer necessary on a frequency which has been used for distress traffic, the station which has controlled this traffic shall transmit on that frequency a message addressed "to all stations" indicating that normal working may be resumed.

(1) In radiotelegraphy, this message consists of:

(i) The distress signal SOS;

(ii) The call "to all stations" (CQ), sent three times;

(iii) The word DE;

(iv) The call sign of the station sending the message;

(v) The time of handing in of the message;

(vi) The name and call sign of the mobile station which was in distress;

(vii) The service abbreviation QUM.

(2) In radiotelephony, this message consists of:

(i) The distress signal MAYDAY;

(ii) The call "to all stations", spoken three times;

(iii) The words THIS IS;

(iv) The call sign or other identification of the station sending the message;
 (v) The time of handing in of the message;

(vi) The name and call sign of the mobile station which was in distress;

(vii) The words SEELONCE FEENECE.

(b) Until they receive the foregoing message indicating that normal working may be resumed, all stations which are aware of the distress traffic, and which are not taking part in it, are forbidden to transmit on the frequencies on which the distress traffic is taking place.

§ 3.245 Radiotelegraph and radiotelephone alarm signals.

(a) The international radiotelegraph alarm signal consists of a series of twelve dashes sent in one minute, the duration of each dash being four seconds and the duration of the interval between consecutive dashes one second. The purpose of this special signal is the actuation of automatic devices giving the alarm to attract the attention of the operator when there is no listening watch on the distress frequency.

(b) The international radiotelephone alarm signal consists of two substantially sinusoidal audio frequency tones transmitted alternately. One tone shall have a frequency of 2200 cycles per second and the other a frequency of 1300 cycles per second, the duration of each tone being 250 milliseconds. When generated by automatic means, the radiotelephone alarm signal shall be transmitted continuously for a period of at least 30 seconds, but not exceeding one minute; when generated by other means, the signal shall be transmitted as continuously as practicable over a period of approximately one minute. The purpose of this special signal is to attract the attention of the person on watch or to actuate automatic devices giving the alarm.

§ 3.246 Use of alarm signals.

(a) The radiotelegraph or radiotelephone alarm signal, as appropriate, shall only be used to announce:

(1) That a distress call or message is about to follow;

(2) The transmission of an urgent cyclone warning. In this case the alarm signal may only be used by coast stations authorized by the Commission to do so; or

(3) The loss of a person or persons overboard. In this case the alarm signal may only be used when the assistance of other ships is required and cannot be satisfactorily obtained by the use of the urgency signal only, but the alarm signal shall not be repeated by other stations. The message shall be preceded by the urgency signal.

(b) In cases described in subparagraphs (2) and (3) of paragraph (a) of this section, the transmission of the warning or message by radiotelegraphy shall not begin until two minutes after the end of the radiotelegraph alarm signal.

§ 3.247 Urgency signals.

(a) The urgency signal indicates that the calling station has a very urgent message to transmit concerning the safety of a ship, aircraft, or other vehicle, or the safety of a person. The urgency signal shall be sent only on the authority of the master or person responsible for the mobile station.

(b) In radiotelegraphy, the urgency signal consists of three repetitions of the group XXX, sent with the individual letters of each group, and the successive groups clearly separated from each other. It shall be transmitted before the call.

(c) In radiotelephony, the urgency signal consists of the word PAN, spoken three times and transmitted before the call.

(d) The urgency signal shall have priority over all other communications, except distress. All mobile and land stations which hear it shall take care not to interfere with the transmission of the message which follows the urgency signal.

§ 3.248 Urgency message.

(a) The urgency signal and call, and the message following it, shall be sent on one of the international distress frequencies (500 kc/s radiotelegraph; 2182 kc/s radiotelephone). However, stations which cannot transmit on a distress frequency may use any other available frequency on which attention might be attracted.

(b) Mobile stations which hear the urgency signal shall continue to listen for at least three minutes. At the end of this period, if no urgency message has been heard, they may resume their normal service. However, land and mobile stations which are in communication on frequencies other than those used for the transmission of the urgency signal and of the call which follows it may continue their normal work without interruption provided the urgency message is not addressed "to all stations" (CQ).

(c) When the urgency signal has been sent before transmitting a message "to all stations" (CQ) and which calls for action by the stations receiving the message, the station responsible for its transmission shall cancel it as soon as it knows that action is no longer necessary. This message of cancellation shall likewise be addressed "to all stations" (CQ).

§ 3.249 Safety signals.

(a) The safety signal indicates that the station is about to transmit a message concerning the safety of navigation or giving important meteorological warnings.

(b) In radiotelegraphy, the safety signal consists of three repetitions of the group TTT, sent with the individual letters of each group, and the successive groups clearly separated from each other. It shall be sent before the call.

(c) In radiotelephony, the safety signal consists of the word SECURITY, spoken three times and transmitted before the call.

(d) The safety signal and call shall be sent on one of the international distress frequencies (500 kc/s radiotelegraph; 2182 kc/s radiotelephone). However, stations which cannot transmit on a distress frequency may use any other available frequency on which attention might be attracted.

§ 3.250 Safety message.

(a) The safety signal and call shall be followed by the safety message. Where practicable, the safety message should be sent on a working frequency, and a suitable announcement to this effect shall be made at the end of the call.

(b) Except for the cases mentioned in paragraph (c) of this section, the safety signal when sent on the frequency 500 kc/s shall be transmitted towards the end of the first available period of silence; the safety message shall be transmitted immediately after the period of silence.

(c) Messages containing meteorological warnings, or containing information concerning the presence of cyclones, dangerous ice, dangerous wrecks, or any other imminent danger to marine navigation, shall be preceded by the safety signal and transmitted with the least possible delay to other mobile stations in the vicinity, and to the appropriate authorities at the first point of the coast with which contact can be established.

(d) All stations hearing the safety signal shall listen to the safety message until they are satisfied that the message is of no concern to them. They shall not make any transmission likely to interfere with the message.

34. Section 8.261 is amended to read:

§ 8.261 Inspection of station.

Pursuant to section 303(n) of the Communications Act, and subject to the provisions of Article 21 of the International Radio Regulations, Geneva, 1959; Regulations 16, 18, and 19 of Chapter I of the Safety Convention, London, 1948; and Articles 11, 12, and 14 of the Great Lakes Agreement, the radio installation on board any foreign ship within the territorial jurisdiction of the United States, which installation is subject to the provisions of any act, treaty, or convention binding on the United States, shall be available, at any reasonable time, in any harbor, port, or place in the United States, for inspection by duly authorized representatives of the Commission at such frequent intervals as, within the discretion of the Commission, will insure compliance with the applicable rules, regulations, laws, and treaties.

35. Section 8.321(b) (3) is amended to read:

§ 8.321 Authorized frequencies.

* * * * *

(b) * * *

(3) In Regions 1 and 3 the frequency 512 kc/s may be used by ship stations:

(i) As a supplementary calling frequency when 500 kc/s is being used for distress purposes;

(ii) As a working frequency, except in those areas where it is in use as a supplementary calling frequency when 500 kc/s is being used for distress purposes.

36. Section 8.322 is amended to read:

§ 8.322 Frequencies for use in distress.

(a) The international distress frequency is 500 kc/s; it is used as an assigned frequency for this purpose by ship, survival craft, or aircraft stations using frequencies in the band 405-535 kc/s, when requesting assistance from the maritime services. It is used, preferably with A2 emission, for the distress call and distress traffic.

(b) The frequency 8364 kc/s is for use by survival craft stations equipped to transmit within the band 4000-27,500 kc/s and desiring to establish with stations of the maritime and aeronautical mobile services communications relating to search and rescue operations.

(c) The frequency 121.5 Mc/s (class A2 emission only) is available for radiobeacon purposes to the survival craft stations of vessels documented by the United States Treasury Department, Bureau of Customs.

37. Section 8.323 is amended by revising the headnote, and paragraphs (a) and (b) to read:

§ 8.323 Frequencies for call and reply.

(a) (1) The frequency 500 kc/s is the general international calling frequency, which shall be used by any ship station engaged in radiotelegraphy in the authorized band 405-535 kc/s, and by aircraft desiring to enter into communication with a station of the maritime mobile service using frequencies in this band;

(2) The frequency for replying to a call sent on the general calling frequency is 500 kc/s, except where the calling station requests that the reply be made on an authorized working frequency. In Region 2, and in other areas of heavy traffic, ship stations should request coast stations to answer on their normal working frequency;

(3) In order to facilitate the reception of distress calls, all transmissions on the frequency 500 kc/s shall be reduced to a minimum.

(b) The frequency 143 kc/s is the international calling frequency in the maritime mobile service in the band 90-160 kc/s (class A1 emission only). The frequency for replying to a call sent on the frequency 143 kc/s is, for ship stations, 143 kc/s, the same as that of the call. (Coast stations reply on their normal working frequency in this band.) When a ship station which uses frequencies within the band 90-160 kc/s desires to establish communication with another station of the maritime mobile service, it shall call that station on the frequency 143 kc/s, unless the International List of Coast Stations provides otherwise. This frequency shall be used exclusively for individual calls and replies to such calls and for the transmission of signals preparatory to traffic.

38. Section 8.325 is amended to read:

§ 8.325 Use of Morse Code required.

The signal code employed for telegraphy by stations in the maritime mobile service shall be the Morse Code signals specified in the Telegraph Regulations annexed to the International Telecommunication Convention, Geneva, 1959. However, for radiotelegraph communication of a special character, the use of other signals may be specifically authorized by the Commission in response to an appropriate application therefor.

39. Section 8.326 is amended to read:

§ 8.326 Identification of stations.

(a) All radiotelegraph emissions of a ship station or a survival craft station shall be clearly identified by transmission therefrom of the official call letters assigned to that station for telegraphy by the Commission. These call letters shall be transmitted by telegraphy in accordance with § 8.325 and the procedure set forth in the International Radio Regulations and by means of the class of emission normally used by the station for telegraphy: *Provided*, That they shall be transmitted at intervals not exceeding 15 minutes whenever transmission is sustained for a period exceeding 15 minutes.

(b) The requirements of this section do not apply to survival craft stations when transmitting distress signals automatically or when operating on 121.5 Mc/s for radiobeacon purposes.

40. Section 8.327(a) is amended by revising the introductory text to read:

§ 8.327 Procedure in testing.

(a) Ship stations and survival craft stations may conduct necessary tests on any assigned frequency. Every precaution must be taken to ensure that transmitter emissions of the station will not cause harmful interference. Radiation must be reduced to the lowest practicable value and if feasible shall be entirely suppressed. When radiation is necessary or unavoidable, the radiotelegraph testing procedure described in this paragraph shall be followed:

41. Section 8.328 is amended to read:

§ 8.328 Radiotelegraph operating procedure.

(a) Except for the transmission of distress or urgency signals, all transmissions from stations on board ship must cease within the band 485-515 kc/s during each 500 kilocycles silence period, i.e., for three minutes twice an hour beginning at x h 15 and x h 45, Greenwich mean time.

(b) In order to facilitate radiotelegraph communication in the maritime mobile service, all ship stations transmitting by means of telegraphy shall, whenever practicable, use the service abbreviations ("Q" signals) listed in Appendix 13 to the International Radio Regulations, Geneva, 1959.

(c) In addition to compliance with all applicable sections of this part, the operation of ship stations using telegraphy for call, reply, and the transmission of message traffic shall, in particular, com-

ply with all applicable provisions of Articles 29, 30, 31, 37, 38, and 39 of the International Radio Regulations, Geneva, 1959.

42. Section 8.329 is amended to read:

§ 8.329 Station documents.

(a) The compulsorily fitted ship radiotelegraph station shall be provided with the following documents:

- (1) A valid station license;
- (2) The necessary operator license(s);
- (3) The station log required by this part for stations of this category;
- (4) The Alphabetical List of Call Signs of Stations used in the Maritime Mobile Service;
- (5) The List of Coast Stations;
- (6) The List of Ship Stations;
- (7) The List of Radiodetermination and Special Service Stations;
- (8) The International Radio Regulations, Geneva, 1959;
- (9) Telegraph tariffs of the countries for which the station most frequently accepts radiotelegrams;
- (10) Part 8 of this chapter.

(b) All ship stations on board ships not compulsorily fitted with a radiotelegraph installation, but using telegraphy, shall be provided with the documents prescribed by subparagraphs (1), (2), (3), (4), (5), (6), (8), (9) and (10) of paragraph (a) of this section.

(c) These documents shall be continuously and readily available to the licensed operator on duty during the hours of service of the station.

43. Section 8.330 is amended by revising the headnote and paragraph (e), and deleting paragraph (f), as follows:

§ 8.330 Station logs.

(e) The ship radiotelegraph log currently in use shall be kept by the licensed operator(s) of the station and while in use it shall be located in the radiotelegraph operating room of the ship. At the conclusion of each voyage terminating at a port of the United States, the original station log or a duplicate thereof dating from the last departure of the ship from a United States port shall be retained under proper custody on board the ship for a sufficient period of time, but not necessarily in excess of 24 hours, to be available for inspection by a duly authorized representative of the Commission. Thereafter the original log, and the duplicate log, if provided, may be filed at an established shore office of the ship station licensee, and shall be retained as stipulated by § 8.115.

44. A new § 8.331 is inserted to read:

§ 8.331 Station records.

In all ship stations authorized to transmit on frequencies within the band 405-535 kc/s, a written record shall be maintained of the adjustments of the transmitting and receiving equipment for operation on the assigned frequencies 410 kc/s and 500 kc/s and at least two authorized working frequencies within this band. This record shall be posted at all times in a conspicuous place on or near the particular equipment involved.

§ 8.351 [Amendment]

45. Section 8.351 is amended by deleting paragraph (c) and inserting the word [Reserved] in lieu thereof, and changing the reference in the table in paragraph (d) (2) (i) "§ 8.7(ii)" to read "§ 8.7(v)".

46. Section 8.352 is amended to read:

§ 8.352 Frequencies for use in distress.

(a) The frequency 2182 kc/s is the international distress frequency for radiotelephony. It shall be used for this purpose by ship, aircraft, and survival craft stations using frequencies in the authorized bands between 1605 and 4000 kc/s when requesting assistance from the maritime services.

(b) The frequency 121.5 Mc/s (class A2 emission only) is available for radio-beacon purposes to the survival craft stations of vessels documented by the United States Treasury Department, Bureau of Customs.

47. Section 8.353 is amended by revising paragraph (a) (1) (ii) and (2), deleting the note following paragraph (a) (2), and revising paragraph (b) as follows:

§ 8.353 Frequencies for calling.

(a) * * *

(1) * * *

(i) The international safety signal, and messages (preceded by this signal) concerning the safety of navigation or giving important meteorological warnings; however, safety messages shall be transmitted, when practicable, on a working frequency after a preliminary announcement on 2182 kc/s.

* * *

(2) When using this frequency for purposes other than distress calls and distress traffic, and urgency and safety signals and messages, the carrier power of the radio transmitter shall not exceed 100 watts.

(b) The frequency 156.8 Mc/s is the international safety and calling frequency for the maritime mobile radiotelephone service in the band 156-174 Mc/s.

48. Section 8.354(b) (2) is amended to read:

§ 8.354 Frequencies below 5000 kc/s for public correspondence.

* * *

(b) * * *

(2) Use of the frequency 2638 kc/s for communication with public coast stations shall be confined exclusively to safety and operational communication (see § 8.6 (a) and (h)). Except for safety communication, operation on this frequency for ship to shore communication shall be limited to day only (see § 8.2(1)): *Provided*, That daily operation with respect to operational communication may be continued beyond this time to the extent necessary for compliance with the provisions of § 8.183.

§ 8.356 [Amendment]

49. Section 8.356 is amended by deleting paragraph (a) and inserting the word [Reserved] in lieu thereof.

50. Section 8.357 is amended to read:

§ 8.357 Additional frequencies for ship to shore communication.

In addition to the frequencies designated in this part or in the license of a ship station, such station, when working by telephony with a foreign coast station shall, unless otherwise directed by the Commission, transmit to such coast station when directed to do so by that station on a specific frequency designated

by the coast station for the service being carried on.

51. Section 8.359 is deleted and the following new § 8.359 is inserted to read:

§ 8.359 Frequencies above 156 Mc/s available for assignment.

(a) The frequencies listed in the following table are available as indicated therein. (These frequencies are not authorized for communication with stations on board aircraft.)

Channel designator	Frequency (Mc/s)		Points of communication	Authorized communications
	Ship	Coast		
6.....	156.3	-----	Intership only	Safety.
7A.....	156.35	156.35	Intership and Ship to Coast	Business and operational.
8.....	156.4	-----	Intership only ¹	Do.
9.....	156.45	156.45	Intership and Ship to Coast	Do.
10.....	156.5	156.5	do	Do.
11.....	156.55	156.55	do	Do.
12.....	156.6	156.6	do	Port operations.
13.....	156.65	156.65	do	(1).
14.....	156.7	156.7	do	Port operations.
16.....	156.8	156.8	do	Safety and calling. ²
18A.....	156.9	156.9	do	Business and operational.
19A.....	156.95	156.95	do	Do.
20.....	³ 157.0	³ 161.60	Ship to Coast	Port operations.
24.....	³ 157.2	³ 161.8	Ship to Public Coast	Public correspondence.
25.....	³ 157.25	³ 161.85	do	Do.
26.....	157.3	161.9	do	Do.
27.....	157.35	161.95	do	Do.
28.....	157.4	162.0	do	Do.

¹ Business and operational in the Great Lakes area only. In other areas, communication is authorized primarily with other ship stations for the exchange of navigational information (including radar information) concerning the passage of ships, or as an at-the-scene aid in any maritime emergency; secondarily with land stations used in connection with the passage of ships through locks, bridge areas, and Government controlled waterways and with land stations as necessary to exchange marine navigational information with shore radar stations.

² This frequency is authorized for call, reply, and safety purposes. It may also be used for messages preceded by the urgency and safety signals and, if necessary, for distress messages.

³ These frequencies are not available in Puerto Rico or the Virgin Islands.

⁴ Ship stations in the Great Lakes area authorized to use 156.4 Mc/s prior to Oct. 1, 1962, for communication with limited coast stations may continue to use the frequency until Jan. 1, 1963.

§ 8.360 [Deletion]

52. Section 8.360 is deleted in its entirety.

53. Section 8.364 is amended to read:

§ 8.364 Identification of station.

(a) Ship and survival craft stations using radiotelephony shall identify all transmissions by announcement in the English language, or by telegraphy using A2 emission, of the station's call sign: *Provided*, That on 156.65 Mc/s transmissions may be identified by the name of the ship in lieu of the station call sign. This identification shall be made:

(1) At the beginning and upon completion of each communication with any other station;

(2) At the beginning and upon conclusion of each transmission made for any other purpose; and

(3) At intervals not exceeding 15 minutes whenever transmission is sustained for a period exceeding 15 minutes.

(b) When an official call sign is not assigned by the Commission to a ship station using telephony, the complete name of the ship on which the station is located and the name of the licensee shall be transmitted by voice in the English language for the purpose of station identification.

(c) The provisions of paragraphs (a) and (b) of this section shall apply also to ship stations of portable nature when using telephony and operated on board ship pursuant to §§ 8.40 and 8.71.

54. Section 8.366 is amended by revising paragraphs (a), (b) (3), and (d) (2) to read:

§ 8.366 General radiotelephone operating procedure.

(a) *Limitations on calling.* (1) Except when transmitting a general call to all stations within range for announcing or preceding the transmission of distress, urgency, or safety messages, a ship or survival craft station shall call the particular station(s) with which it intends to communicate.

(2) Calling a particular station, either by voice or by automatic means, shall not continue for a period of more than thirty seconds in each instance. If the called station is not heard to reply, that station shall not again be called until after an interval of two minutes. When a station called does not reply to a call sent three times at intervals of two minutes, the calling shall cease and shall not be renewed until after an interval of fifteen minutes; however, if there is no reason to believe that harmful interference will be caused to other communications in progress, the call sent three times at intervals of two minutes may be repeated after a pause of not less than three minutes. In event of an emergency involving safety, the provisions of this subparagraph shall not apply.

(3) The use of selective calling on either 2182 kc/s or 156.8 Mc/s is prohibited.

(b) *Frequency for calling.* * * *

(3) Except when other operating procedure is used to expedite safety communication, the frequency 156.8 Mc/s shall be used for call and reply by ship stations and marine utility stations on board ship before establishing communi-

cation on either of the intership frequencies 156.3 Mc/s or 156.4 Mc/s.

(d) *Time limitation on calling frequencies and adjacent working frequencies.* * * *

(2) Transmission by ship or survival craft stations when in Regions 1 and 3 (except in the territorial waters of Japan and the Philippines) is prohibited on any frequency (including 2182 kc/s) within the band 2170-2194 kc/s during the two three-minute periods in each hour which commence at x h 00 and x h 30, Greenwich mean time: *Provided*, That this requirement is not applicable to the transmission of distress signals, alarm signals, distress traffic, urgency signals, safety signals, and messages preceded by the urgency or safety signal.

55. Section 8.367 is amended to read:

§ 8.367 Station documents.

(a) Ship radiotelephone stations subject to the radio provisions of the Safety Convention shall be provided with the following documents:

- (1) A valid station license;
- (2) The necessary operator license(s);
- (3) The station log required by this part for stations of this category;
- (4) The List of Coast Stations, or, alternatively, a list of coast stations with which communications are likely to be conducted, showing watchkeeping hours, frequencies, and charges;
- (5) The International Radio Regulations, Geneva, 1959;
- (6) Part 8 of this chapter.

(b) Ship radiotelephone stations not subject to the Safety Convention shall be provided with the documents listed in subparagraphs (1), (2), (3), and (6) of paragraph (a) of this section.

56. Section 8.368 is amended by revising the headnote and text to read:

§ 8.368 Radiotelephone station log.

(a) A station log shall be maintained during the hours of service of ship stations using radiotelephony, in which the entries required by this section shall be made. Pages of the log shall be numbered in sequence and each page shall include the name of the vessel and the radio call sign of the station. All entries which show transmitter operation shall be made and signed by the licensed operator (or other person in accordance with § 8.155). Watch entries, and signatures of each person keeping the required watch, shall be so related that they constitute a certification by each such person as to when he began and ended each period of his watch during the voyage. The date and time of each occurrence or incident required to be entered in the log shall be shown opposite the entry, and the time shall be counted from 0000 to 2400, beginning at midnight. Stations on board vessels engaged on international voyages, other than on the Great Lakes or inland waters, shall use Greenwich mean time (GMT); stations on board vessels navigated on the Great Lakes may use either GMT or Eastern standard time (EST); other stations may use GMT or local standard time. The appropriate symbol, GMT,

EST, CST, PST, etc., shall be entered at the head of the column in which time is entered.

(b) The log of ship radiotelephone stations subject to Title III, Part II of the Communications Act of 1934 or to the radio provisions of the Safety Convention shall include the following entries:

(1) All radiotelephone distress, alarm, urgency, and safety signals and communications transmitted or intercepted, the text in as complete form as possible of distress messages and distress communications, and any information connected with the radio service which may appear to be of importance to maritime safety, together with the time of such observation or occurrence, the frequencies used, and the position of the ship or other mobile unit in need of assistance if this can be determined;

(2) The times when the required watch is begun, interrupted, and ended. When the required watch is interrupted for any reason, except for the purpose of communications with other stations, the reason for such interruption shall be stated;

(3) The call signs of all stations called or communicated with, a notation of messages exchanged, and the frequency(s) used for such call or communication;

(4) A daily entry of the ship's position;

(5) All test transmissions, including the frequency(s) used;

(6) The times when storage batteries provided as a part of the required radiotelephone installation are placed on charge and taken off charge;

(7) Results of required equipment tests, including specific gravity of lead-acid storage batteries and voltage readings of other types of batteries provided as part of the compulsory installation;

(8) Results of inspections and tests of compulsorily fitted lifeboat radio equipment;

(9) A daily statement concerning the operating condition of the required radiotelephone equipment, as determined by either normal communication or test communication;

(10) Pertinent details of all installation, service, or maintenance work performed which may affect the proper operation of the station. The entry shall be made, signed, and dated by the responsible licensed operator who supervised or performed the work, and unless such operator is regularly employed on a full-time basis at the station and his operator license is properly posted, such entry shall include his mail address and the class, serial number, and expiration date of his operator license.

(c) The log of ship stations subject to the Great Lakes Agreement shall include those entries specified by subparagraphs (1), (2), (3), (5), (6), (7), (9), and (10) of paragraph (b) of this section, and in addition shall include the name and radio license number of each operator actually on board and designated by the master to operate the radiotelephone installation.

(d) The log of ship stations subject to title III, part III of the Communica-

tions Act shall include the following entries:

(1) All radiotelephone distress and alarm signals and communications transmitted or intercepted, all urgency and safety signals and communications transmitted, the text in as complete form as possible of distress messages and distress communications, and any information connected with the radio service which may appear to be of importance to maritime safety, together with the time of such observation or occurrence, the frequencies used, and the position of the ship or other mobile unit in need of assistance if this can be determined;

(2) The entries specified by subparagraphs (2), (9), and (10) of paragraph (b) of this section.

(e) The log of ship radiotelephone stations not required by law to be provided shall include the following entries:

(1) The entries specified by subparagraph (1) of paragraph (d) of this section;

(2) The entries specified by subparagraphs (2) and (10) of paragraph (b) of this section.

(f) The log of marine utility stations on board ships shall include the entry specified by subparagraph (10) of paragraph (b) of this section.

57. The Title of Subpart P is amended to read: "Subpart P—Use of Radio-determination."

58. Section 8.401(c) is amended to read:

§ 8.401 Assignable frequencies for direction finding.

(c) In the event of distress, the following frequencies may be used for radio direction finding for purposes of search and rescue by any licensed ship or survival craft station:

410 kc/s 500 kc/s 2182 kc/s 8364 kc/s

§ 8.402 [Deletion]

59. Section 8.402 is deleted in its entirety and the word [Reserved] inserted in lieu thereof.

60. Section 8.403 is amended by revising the headnote and text to read:

§ 8.403 Radiodetermination by cable-repair ship.

Provided radio transmitting equipment attached to a cable-marker buoy has been adequately described in an application for ship radio station license for a cable-repair ship with which the buoy is associated, and provided further that such equipment is authorized in the related ship station license, that equipment may be operated (outside the territorial waters of a foreign country) on such radio channels within the band 285-325 kc/s (285-315 kc/s only in Region 1) as may be expressly authorized in each case by the Commission under authority of the ship station license, with A1 or A2 emission and a maximum plate input power of 30 watts: *Provided*, That interference shall not be caused by such operation to any maritime radionavigation service. The call signals that must be used for a transmitter operating under the provisions of this section shall be the regularly assigned call of the ship station with which the buoy is asso-

ciated, to be followed by the letters "BT", and the identifying number of the buoy. The buoy transmitter shall be continuously monitored by a licensed radiotelegraph operator on board the associated cable-repair ship. Should a frequency deviation in excess of the authorized frequency tolerance, or interference to the service of any other station, be reported or observed, the radiation of the transmitter shall be suspended until the excessive deviation is eliminated or until the transmitter can be operated without causing interference.

61. Section 8.404 is amended to read:

§ 8.404 Assignable frequencies above 2400 Mc/s.

(a) The following frequency bands, when designated in the station license, are authorized for use by ship radionavigation stations (including ship radar stations):

2900 to 3100 Mc/s
5460 to 5650 Mc/s
9300 to 9500 Mc/s

The use of the band 5460 to 5650 Mc/s is limited to shipborne radar. Transmitters in ship radionavigation stations (including developmental stations) which are authorized for operation in the 3000 to 3246 Mc/s band as of April 16, 1958 and which operate on frequencies between 3100 and 3246 Mc/s may continue to be authorized for operation on the same vessel provided that any renewal of the authorization shall be subject to the condition that no protection shall be given from any interference caused by emission from United States Government stations operating in the 3100 to 3246 Mc/s band.

(b) The following frequency bands, when designated in the station license, are authorized for use by ship radiolocation stations:

(1) 2450 to 2500 Mc/s, on condition that harmful interference shall not be caused to the fixed and mobile services, and on the condition that no protection shall be given from interference caused by emission from industrial, scientific, or medical equipment;

(2)

2900 to 3100 Mc/s
5460 to 5650 Mc/s
9300 to 9500 Mc/s

The use of frequencies within these bands for radiolocation shall not cause harmful interference to the radionavigation service and to the Government radiolocation service. Each ship radiolocation station authorized to operate in the band 3000 to 3246 Mc/s as of April 16, 1958 and which operates on frequencies between 3100 and 3246 Mc/s may continue to operate in the band 3100 to 3246 Mc/s for the duration of the term of its authorization in effect as of that date. Renewals of such authorizations, however, shall be contingent upon the condition that each such station shall not cause harmful interference to United States Government services.

62. Section 8.431 is amended to read:

§ 8.431 Supplemental eligibility.

An authorization for developmental operation of a station on board ship in

any of the services under this part will be issued only to those persons who are eligible to operate such stations on a regular basis.

63. Section 8.433 is amended to read:

§ 8.433 Assignable frequencies.

(a) Stations engaged in developmental operation may be authorized to use a frequency or frequencies available for the service and class of station which they propose to operate. The number of frequencies assignable to a particular station shall depend upon the specific requirements of the developmental program and the number of frequencies available for such use in the particular area where the station is to be operated.

(b) The following frequency bands, when designated in the station license, are authorized for use by developmental ship stations subject to the applicable provisions of this part:

6425 to 6575 Mc/s
11700 to 12200 Mc/s
26000 to 30000 Mc/s
16000 to 18000 Mc/s¹
2450 to 2500 Mc/s¹

¹ On the condition that no protection shall be given from interference caused by emissions from industrial, scientific, or medical equipment. The class of emission, the frequency tolerance, the emission bandwidth, and the maximum transmitter power for use on frequencies within these bands above 2400 Mc/s shall be designated in each station authorization.

(c) The frequency bands 5350-5460 Mc/s and 9000-9200 Mc/s, when designated in the station license, are authorized for use by developmental ship radiolocation stations: *Provided*, That use of frequencies within these bands shall not cause harmful interference to the aeronautical radionavigation service or the Government radiolocation service.

§ 8.434 [Amendment]

64. Section 8.434 is amended by deleting paragraph (d).

§ 8.436 [Amendment]

65. Section 8.436 is amended by deleting paragraph (b).

66. Section 8.437 is amended to read:

§ 8.437 Identification of station.

(a) The radiotelegraph and radiotelephone emissions of a developmental station on board ship shall be clearly identified in the manner provided in §§ 8.326 and 8.364, respectively.

(b) The facsimile emissions of a developmental station on board ship shall be identified either by telegraphy or by telephony as provided in §§ 8.326 and 8.364, respectively.

(c) All other classes of emission of a developmental station on board ship shall be identified as prescribed in the respective station authorization.

§ 8.439 [Deletion]

67. Section 8.439 is deleted in its entirety.

68. Section 8.520(c) is amended to read:

§ 8.520 Lifeboat radio equipment.

(c) Each of the components specified in paragraph (b) of this section shall be of a type of apparatus or shall comprise such items as are type approved by the Commission as capable of meeting the provisions of §§ 8.556, 8.557, 8.558, or 8.559, as may be applicable.

69 Section 8.545(a) (2) is amended to read:

§ 8.545 General technical requirements.

(a) * * *

(2) *Very high frequency transmitting and receiving equipment.* If a vessel is within communication range of a public coast station operating in part or entirely on frequencies within the band 156-174 Mc/s which is in service and maintains an efficient watch for the reception of class F3 emission on the frequency 156.8 Mc/s at all times while the vessel is navigated in waters specified by section 381 of part III of title III, and the vessel while so navigated is never more than 20 nautical miles from a 156.8 Mc/s receiving location of such station, such vessel may alternatively employ very high frequency transmitting and receiving equipment in lieu of the medium frequency equipment specified in subparagraph (1) of this paragraph. Such alternative equipment shall meet the following requirements:

(i) The equipment shall be capable of being used for the effective transmission and reception of class F3 emission on the frequencies 156.3 Mc/s, 156.8 Mc/s, and on the working frequency 157.2, 157.25, 157.3, 157.35, or 157.4 Mc/s as necessary for communication with one or more public coast stations serving the area in which the vessel is navigated;

(ii) The transmitter shall be capable of proper technical operation with peak modulation percentage between 75 and 100 percent, and shall be so adjusted that the transmission of speech normally produces peak modulation within these limits. The frequency deviation with 100 percent modulation applied shall not exceed 15 kc/s;

(iii) The radiotelephone transmitter shall have a power output of at least 20 watts. The transmitter shall be considered to be capable of meeting this power requirement when it is properly adjusted for use with a ship station transmitting antenna meeting the requirements of these rules and has been demonstrated or is of a type that has been demonstrated to the satisfaction of the Commission as capable, with normal operating voltages applied, of delivering not less than 20 watts unmodulated radio frequency carrier power into 50 ohms effective resistance on each of the frequencies 156.8 Mc/s, 156.3 Mc/s, and any one of the frequencies 157.2, 157.25, 157.3, 157.35, or 157.4 Mc/s: *Provided*, That if a type demonstration has been made, an individual demonstration of the power capability of the transmitting apparatus of any individual radiotelephone installation as normally installed on board ship may be required to determine whether it complies with these power requirements.

70. Section 8.552(b) is amended to read:

§ 8.552 Requirements for main transmitter.

(b) Tabulation of basic technical requirements (for the purpose of these spe-

cific requirements, the term "average ship station antenna" means an actual antenna installed on board ship having a capacitance of 750 micromicrofarads and an effective resistance of 4 ohms at a frequency of 500 kilocycles, or an artificial (dummy) antenna having the same electrical characteristics):

Operating carrier frequency	Frequency tolerance (parts in 10 ⁶)	Class of emission	Percentage modulation (for amplitude modulation)	Modulation frequency (for amplitude modulation)	Antenna power
500 kc/s.....	1,000.....	A2	Not less than 70; not more than 100.	At least 1 frequency between 300 and 1250 cycles per second; except for transmitters installed after July 1, 1951, at least 1 frequency between 450 and 1250 cycles per second.	Not less than 200 watts into an average ship station antenna.
Do.....	do.....	A1			Not less than 160 watts into an average ship station antenna.
410 kc/s and 2 authorized working frequencies in the band 415 to 490 kc/s.	do.....	A2	Not less than 70; not more than 100.	At least 1 frequency between 300 and 1250 cycles per second; except for transmitters installed after July 1, 1951, at least 1 frequency between 450 and 1250 cycles per second.	Not less than 200 watts into an average ship station antenna.
Do.....	do.....	A1			Not less than 160 watts into an average ship station antenna.

71. Section 8.553(b) is amended to read:

§ 8.553 Requirements for emergency transmitter.

(b) Tabulation of basic technical requirements (for the purpose of these specific requirements, the term "average ship station antenna" means an actual antenna installed on board ship having a capacitance of 750 micromicrofarads and an effective resistance of 4 ohms at a frequency of 500 kilocycles, or an artificial (dummy) antenna having these same electrical characteristics):

Operating carrier frequency	Frequency tolerance (parts in 10 ⁶)	Class of emission	Percentage modulation (for amplitude modulation)	Modulation frequency (for amplitude modulation)	Antenna power
500 kc/s.....	1,000 except for emergency transmitters whose use is confined solely to safety communications as defined in § 8.6(a). Such transmitters shall maintain a frequency tolerance of 3,000 parts in 10 ⁶ .	A2	Not less than 70; not more than 100.	At least 1 frequency between 300 and 1250 cycles per second; except for transmitters installed after July 1, 1951, at least 1 frequency between 450 and 1250 cycles per second.	Not less than 25 watts into an average ship station antenna.
410 kc/s and 1 authorized working frequency in the band 415 to 490 kc/s.	do.....	A2	do.....	do.....	Do.

72. Section 8.557 is amended by revising the second column of the table in paragraph (b) (1), and by revising paragraph (c) (1), as follows:

§ 8.557 Requirements for lifeboat portable radio equipment.

(b) (1) * * *

Frequency tolerance
Parts in 10 ⁶
5,000
5,000
200

(c) * * *

(1) The receiver shall, when used with headphones, be capable without manual tuning of receiving A2 emission over the band 492-508 kc/s, and shall be capable when manually tuned of receiving A1 and A2 emission on any frequency in the band 8320-8745 kc/s.

73. Section 8.558 is amended by revising the 2d column of the table in paragraph (a) (1), and by revising paragraph (b) (1), as follows:

§ 8.558 Requirements for lifeboat non-portable radio equipment.

(a) (1) * * *

Frequency tolerance
Parts in 10 ⁶
5,000
200

(b) * * *

(1) The receiver shall, when used with headphones, be capable without manual tuning of receiving A2 emission over the band 492-508 kc/s, and shall be capable when manually tuned of receiving A1 and A2 emission on any frequency in the band 8320-8745 kc/s.

§ 8.559 [Deletion]

74. Section 8.559 is deleted in its entirety.

75. Section 8.602 is amended to read:

§ 8.602 Reports of infringements of the International Radio Regulations.

In the event that infringement of the International Radio Regulations by a foreign station is detected, report thereof may be made by the submission to the Commission of a form similar to that set forth in Appendix 7 to the International Radio Regulations.

76. Section 8.801 is amended by revising Tables 1b and 2 to read as follows:

§ 8.801 Tables of ship radiotelegraph frequencies from 2 Mc/s to 27.5 Mc/s.

TABLE 1b—SHIP RADIOTELEGRAPH CALLING FREQUENCIES (KC/S)

C1: 2089, 4178, 6267, 8356, 12534, 16712, 22225.
C2: 2089.5, 4179, 6268.5, 8358, 12537, 16716, 22230.
C3: 2090, 4180, 6270, 8360, 12540, 16720, 22235.
C4: 2090.5, 4181, 6271.5, 8362, 12543, 16724, 22240.
C5: 2091.
C6: 2091.5, 4183, 6274.5, 8366, 12549, 16732, 22250.
C7: 2092, 4184, 6276, 8368, 12552, 16736, 22255.
C8: 2092.5, 4185, 6277.5, 8370, 12555, 16740, 22260.
C9: 2093, 4186, 6279, 8372, 12558, 16744, 22265.

TABLE 2—SHIP RADIOTELEGRAPH FREQUENCY PLAN

[For columns of frequencies designated by these symbols, see tables 1a, 1b, and 1c]

	Calling frequency column symbols	High traffic ship working frequency column symbols	Low traffic ship working frequency column symbols
RCA Communications, Inc.....	C3, C5, C7, C9.	H1, H3, H5, H7, H9.	L1, L3, L5, L7, L9, L11, L13, L15, L17, L19, L21, L23, L25, L27, L29, L31, L33, L35, L37, L39, L41, L43, L45, L47, L49.
Mackay Radio & Telegraph Co., Inc.	C2, C4, C5, C6.	H4, H6, H8, H10.	L2, L6, L8, L10, L14, L18, L20, L24, L28, L32, L34, L36, L40, L42, L46.
Tropical Radio Telegraph Co.....	C1, C5, C8.	H2, H11.	L4.
Matson Navigation Co.....	do.	do.	L12.
Globe Wireless Co.....	do.	H4, H6, H8, H10.	L16.
Other applicants: ¹			
A-C.....	do.	H2, H11.	L22.
D-L.....	do.	do.	L26.
M.....	do.	do.	L30.
N-R.....	do.	do.	L38.
S.....	do.	do.	L44.
T-Z.....	do.	do.	L46.

¹ Applicants other than the companies listed must apply for the frequency column symbols shown, in alphabetic groups according to the first letter of their name. As an example, if the applicant's name begins with A, B, or C, he may apply only for frequency column symbols C1, C5, or C8, H2, and H11 for a high traffic ship, or C1, C5, or C8 and L22 for a low traffic ship. For this purpose, the alphabetic group of first letters of the name will be selected, by using the first word of a trade name omitting "The"; the last name of a personal name; or the last name of the first person appearing in a series of personal names. As examples, the following names would all apply for the third, or "M", group: Marine Communications, Inc.; A. B. Miller and Co.; C. D. Muncey; E. F. Murphy, Alfred Abrams, et al.

C. Part 14, Public Fixed Stations and Stations of the Maritime Services in Alaska, is amended as follows:

1. Section 14.2 is amended by revising paragraphs (b), (c), and (h) to read:

§ 14.2 General definitions.

(b) *Public correspondence.* Any telecommunication which the offices and stations must, by reason of their being at the disposal of the public, accept for transmission.

(c) *Fixed service.* A service of radio-communication between specified fixed points.

(h) *Harmful interference.* Any emission, radiation or induction which endangers the functioning of a radionavigation service or of other safety services, or seriously degrades, obstructs, or repeatedly interrupts a radiocommunication service operating in accordance with regulations of this chapter.

2. Section 14.4(b) is amended to read:

§ 14.4 Definitions in other parts applicable.

(b) The definitions set forth in the following sections of Subpart A of Part 7 of this chapter shall apply to stations of the fixed service subject to this part: §§ 7.2(a) to and including 7.2(h), 7.2(j), 7.7(a) to and including 7.7(h), 7.7(j), 7.7(m), 7.7(n), 7.8, 7.139, and 7.188.

3. Section 14.21(a) is amended to read:

§ 14.21 Authorization required for operation of a radio station.

(a) Any radio station required by the Communications Act to be licensed shall not be operated in any service regulated by this part except under and in accordance with a valid station authorization granted by the Commission. Further, the operation of such apparatus shall be

conducted in conformity with the provisions of statute, international treaty or agreement, and the rules of the Commission relative to the licensing of operators.

NOTE: The Commission has exempted certain low power radio devices from its general licensing requirements; the extent of this exemption and related matters are set forth in Part 15, "Incidental and Restricted Radiation Devices", of this chapter. Licensing procedures and exemptions applicable to radio apparatus used for medical purposes, industrial heating, and other miscellaneous purposes not involving radiocommunication are set forth in Part 18, "Industrial, Scientific, and Medical Equipment", of this chapter.

4. Section 14.65(a) is amended to read:

§ 14.65 Rules in other parts applicable.

(a) The rules relating to station authorization set forth in the rules and regulations governing stations in the maritime services (Subpart C of Parts 7 and 8 of this chapter) shall, except paragraphs (b) and (c) of § 7.72 and subparagraphs (1) and (2) of § 7.63(b), apply to stations of these services in the Alaska area so far as they are consistent with this part.

5. Section 14.101 is amended by revising the note to read:

§ 14.101 Priority of distress and other signals.

* * * * *

NOTE: The types of signals to which reference is made in § 14.101 are defined in §§ 7.7 (d), (f), and (g); 7.188; 8.234; 8.245; 8.247; and 8.249 of this chapter.

6. Section 14.107 is amended by revising the introductory text of paragraph (a), and paragraph (c) to read:

§ 14.107 Documents required for coast stations.

(a) Each public coast station in the Alaska area using telegraphy shall be provided with this part and the documents

prescribed in § 7.213(a) of this chapter: *Provided*, That in public coast stations authorized to use telegraphy on frequencies solely within the band 1605-5000 kc/s, the following documents may be substituted in lieu of the documents specified by paragraph (a) (4) and (5) of § 7.213 of this chapter:

(c) Each public coast station in the Alaska area using telephony shall be provided with this part and the documents prescribed in § 7.313 of this chapter:

7. Section 14.108 is amended to read:

§ 14.108 Documents required for ship stations.

(a) Each ship station in the Alaska area using telegraphy shall be provided with this part and the documents listed in § 8.329 of this chapter; except that in any ship station using telegraphy and located on board a vessel not compulsorily fitted with a radiotelegraph installation while in the Alaska area or while engaged on voyages solely between Alaska and other places on the Pacific seaboard of the continental United States or Canada, the following documents may be substituted in lieu of those specified in paragraph (a) (4), (5), and (6) of § 8.329 of this chapter if the ship station uses telegraphy on frequencies solely within the band 1605-5000 kc/s:

(1) A complete list of coast stations (including call signs) which are authorized to transmit on frequencies within the band 1605-5000 kc/s, which are open to public correspondence, or which maintain watch on 2182 kc/s or 2091 kc/s and are located in the Alaska area (including coast stations of ACS) and on the Pacific seaboard of the continental United States and Canada;

(2) A list, as complete as is practicable, of ship stations (including call signs) known to operate regularly in the Alaska area and/or on voyages between Alaska and other places on the Pacific seaboard of the continental United States or Canada, and authorized to transmit on frequencies within the band 1605-5000 kc/s.

(b) Each ship station in the Alaska area using telephony only (except telegraphy for calling and for operating signals incidental to the use of telephony) shall be provided with this part and the documents set forth in § 8.367 of this chapter.

(c) The documents prescribed in this section shall be continuously and readily available to the licensed operator on duty during the hours of service of the station.

8. Section 14.151 is amended by revising the last column of the table in paragraph (b), and the last column and note following the table in paragraph (c) to read:

§ 14.151 Authorized frequency tolerance.

* * * * *

(b) * * *

Tolerance,
parts
in 10³

200
100
100

50

50

(c) * * *

Tolerance,
parts
in 10³

50

30

50

30

50

30

50

30

50

30

NOTE: See § 7.8(v) of this chapter for definition of plate (anode) input power.

§ 14.152 [Amendment]

9. Section 14.152 is amended by deleting in the table of paragraph (b) the last entry "Coast and ship. / On 156.4, 156.5, 156.7 and 156.9 Mc . . . / F-1, F-2, and for brief testing F-0.", and changing in the 2d column of the table in paragraph (c) the last entry "From 156.25 to 162.05 Mc" to read "From 156 to 174 Mc/s".

§ 14.153 [Amendment]

10. Section 14.153(a) is amended by changing in the 3d column of the table the last entry

From 156.25 to 157.45 Mc-----
From 161.85 to 162.05 Mc-----

to read

From 156.25 to 161.25 Mc/s-----
From 161.775 to 162.025 Mc/s-----

and revising the note to read:

NOTE: As used in this part the terms "last radio stage", "plate (anode) input power", "antenna power", and "authorized transmitter power" are defined in Subpart A of Parts 7 and 8 of this chapter. See § 7.8 (u), (v), (w), (x), and § 8.7 (s), (t), (u), and (v).

11. Section 14.253 is amended to read:

§ 14.253 Alternate transmission on the same frequency.

Except when communicating with coast stations of the Alaska Communication System, stations when communicating with each other within the bands 1605-2035 kc/s and 2107-9000 kc/s, shall transmit and receive on the same frequency: *Provided*, That this requirement is waived in an emergency affecting the safety of life or property when, by reason

of interference or limitation of equipment, this method of single channel communication cannot be used.

12. Section 14.257 is amended to read:

§ 14.257 Safety frequencies for ship and coast stations in all zones using telephony.

In addition to the frequencies for safety purposes in the 156-174 Mc/s band available under Parts 7 and 8 of this chapter, the frequency 2182 kc/s is authorized for distress, calling, and safety purposes for use by ship and coast stations in all zones of the Alaska area in accordance with the provisions of Parts 7 and 8 of this chapter: *Provided*, That the authorized class of emission and the authorized transmitter power shall be in conformity with the provisions of Subpart E of this part.

13. Section 14.258 is amended to read:

§ 14.258 Frequencies for ship to ship communication in all zones by telephony.

In addition to the intership frequencies in the 156-174 Mc/s band available under Part 8 of this chapter, the frequencies 2638 kc/s and 2738 kc/s are available for ship to ship communications in all zones of the Alaska area by ship stations using telephony and operating in accordance with applicable provisions of Part 8 of this chapter: *Provided*, That the authorized class of emission and the authorized transmitter power shall be in conformity with the provisions of Subpart E of this part.

14. Section 14.260 is amended to read:

§ 14.260 Frequencies in the band 1605-3400 kc/s for ship to shore public telephone service in all zones.

(a) The frequency 2134 kc/s is authorized as an assigned frequency for use in all zones of the Alaska area by public ship stations, in accordance with Subpart E of this part, for communication exclusively with coast stations of the Alaska Communication System which are located in the Alaska area and are open to public correspondence. When transmitting on this frequency to any ACS coast station, ship stations normally shall employ class A3 emission for telephony; they may employ telegraphy if desired, with class of emission designated by the ACS, when the particular ACS coast station is capable of using telegraphy. The associated frequency to be used for transmission from the coast station to the ship station shall be within the band 1605-3400 kc/s and shall be designated for each location by the ACS.

NOTE: The ACS coast station transmitting frequency and the hours of service of each ACS coast station at the respective locations in the Alaska area at which this service is available may be obtained upon request made to the ACS or to the Commission's Engineer in Charge at Anchorage, Alaska, or Seattle, Washington. These frequencies are listed for the information of ship station licensees.

Respective
transmitting

ACS coast station location:	frequency (kc/s)
Anchorage	2312
Barrow	2312
Cold Bay	2312
Cordova	2300
Craig	2312
Juneau	2784
Ketchikan	2300
Kodiak	2784
King Salmon	2312
Nome	2784
Seward	2312
Sitka	2312
Skagway	2312
Unalaska	2312
Valdez	2300
Whittier	2312
Wrangell	2312

(b) Frequencies within the band 4000 kc/s-30 Mc/s designated in §§ 8.354 and 8.355 of this chapter for use by ship stations employing telephony for communication with public coast stations located in the vicinity of specified geographic locations (outside the Alaska area) are available for use by ship stations, at sea in the Alaska area, using telephony and operating in accordance with applicable provisions of Part 8 of this chapter, including provisions therein governing the class of emission and the authorized transmitter power.

§ 14.261 [Deletion]

15. Section 14.261 is deleted in its entirety.

§ 14.262 [Deletion]

16. Section 14.262 is deleted in its entirety.

17. Section 14.265 is amended to read:

§ 14.265 Rules in other parts applicable.

The rules relating to the assignment and use of frequencies for ship, aircraft, marine utility, and coast stations operating in the maritime mobile service and for stations operating in the maritime radio location service which are set forth in Parts 7 and 8 of this chapter shall, except as otherwise specifically provided in this part, apply to stations of these services (including developmental stations) in the Alaska area so far as they are consistent with this part.

[F.R. Doc. 62-7211; Filed, July 25, 1962; 8:45 a.m.]

[FCC 62-753]

PART 13—COMMERCIAL RADIO OPERATORS

Licensing of Radio Operators

At a session of the Federal Communications Commission held at its offices in Washington, D.C., on the 18th day of July 1962;

The Commission having under consideration Public Law 87-445, approved April 27, 1962, which further amended section 303(1) of the Communications Act of 1934; and

It appearing that Public Law 87-445 amended section 303(1) of the Com-

munications Act of 1934, as amended, by inserting the words "or nationals" immediately following the word "citizens" and that the section, as amended, reads as follows:

SEC. 303. Except as otherwise provided in this Act the Commission from time to time, as public convenience, interest, or necessity requires shall—

(1) Have authority to prescribe the qualifications of station operators, to classify them according to the duties to be performed, to fix the forms of such licenses, and to issue them to such citizens or nationals of the United States as the Commission finds qualified, except that in issuing licenses for the operation of radio stations on aircraft the Commission may, if it finds that the public interest will be served thereby, waive the requirement of citizenship in the case of persons holding United States pilot certificates or in the case of persons holding foreign aircraft pilot certificates which are valid in the United States on the basis of reciprocal agreements entered into with foreign governments;¹

It further appearing that the aforementioned amendment provides for the licensing of all qualified nationals of the United States, including U.S. citizens, and is not intended to limit the authority of the Commission with respect to the licensing of alien aircraft pilots; and

¹ The term "national of the United States" means (A) a citizen of the United States, or (B) a person who, though not a citizen of the United States, owes permanent allegiance to the United States. (8 USC 1101(a)(22))

It further appearing that Part 13 should be amended so as to reflect the aforesaid changes in section 303(1); and

It further appearing that the changes are interpretative, and hence that compliance with section 4 of the Administrative Procedure Act is unnecessary; and

It further appearing that authority for the issuance of this Order is contained in sections 4(i), 303(1), and 303(r) of the Communications Act of 1934, as amended;

It is ordered, Effective July 25, 1962, That Part 13 of the Commission's rules is amended as set forth below.

(Sec. 4, 48 Stat. 1066, as amended; 47 U.S.C. 154. Interprets or applies sec. 303, 48 Stat. 1082, as amended; 47 U.S.C. 303)

Released: July 23, 1962.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Acting Secretary.

1. Sections 13.4 (b) and (c), 13.5(a) and 13.76 are amended to read as follows:

§ 13.4 Term of licenses.

(b) Restricted Radiotelephone Operator Permits issued to U.S. citizens or other U.S. nationals will normally be issued for the lifetime of the operator. The terms of all Restricted Radiotelephone Operator Permits issued prior to November 15, 1953, which were outstanding on that date were extended to encompass the lifetime of such operators.

(c) A commercial operator license, of any grade, granted to an alien aircraft pilot under a waiver of the U.S. nationality provisions of section 303(1) of the Communications Act, until such time as the question of a national security policy has been determined with respect to such persons will normally be issued for a period not in excess of one year from the date of issuance. An operator license issued to an alien shall be valid only if the operator continues to hold an Aircraft Pilot Certificate issued by the Civil Aeronautics Administration or the Federal Aviation Agency and is lawfully in the United States.

§ 13.5 Eligibility for new license.

(a) Normally, commercial licenses are issued only to citizens and other nationals of the United States. As an exception, in the case of an alien who holds an Aircraft Pilot Certificate issued by the Civil Aeronautics Administration or the Federal Aviation Agency and is lawfully in the United States, the Commission, if it finds that the public interest will be served thereby, may waive the requirement of U.S. nationality.

§ 13.76 Limitation on aircraft pilots.

Notwithstanding any other provisions of this part, a license issued to an alien aircraft pilot pursuant to section 303(1) of the Communications Act shall be valid only for such operation of radio stations on aircraft as is complementary to his functions and duties as a pilot.

[F.R. Doc. 62-7348; Filed, July 25, 1962; 8:55 a.m.]

Proposed Rule Making

FEDERAL AVIATION AGENCY

[14 CFR Parts 600, 601]

[Airspace Docket No. 62-EA-55]

FEDERAL AIRWAYS AND CONTROLLED AIRSPACE

Proposed Alteration of Federal Airways and Associated Control Areas

Pursuant to the authority delegated to me by the Administrator (14 CFR 409.13), notice is hereby given that the Federal Aviation Agency is considering amendments to §§ 600.6143, 600.6156, 600.6251, 601.6143, 601.6156, and 601.6251 of the regulations of the Administrator, the substance of which is stated below.

Low altitude VOR Federal airway No. 143 extends in part from Lynchburg, Va., to Montebello, Va. Low altitude VOR Federal airway No. 251 extends in part from Martinsburg, W. Va., to Front Royal, Va. Low altitude VOR Federal airway No. 156 extends in part from Elkins, W. Va., to Gordonsville, Va.

The Federal Aviation Agency has under consideration the following proposed airspace actions:

1. Extend Victor 143 from the Montebello, Va., VOR to Casanova, Va., VORTAC via the intersection of the Montebello VOR 031° and the Casanova VORTAC 267° radials.

2. Designate a north alternate to Victor 156 between the Elkins, W. Va., VORTAC and the Gordonsville, Va., VORTAC via Kessel, W. Va., VOR. The airspace between the main and the alternate airway would not be designated as controlled airspace.

3. Extend Victor 251 from the Front Royal, Va., VOR to the Montebello, Va., VOR.

Segments of the proposed extension of Victor 143 and the proposed Victor 156 north alternate would be used as additional departure routes from the Washington National Airport and Andrews Air Force Base, Md. The Gordonsville to Kessel segment of the proposed Victor 156 north alternate would serve as a bypass route of the Washington terminal area. The proposed extension of Victor 251 would serve as a southwest departure route for Dulles International Airport, Va., and also serve as a bypass route of the Washington terminal area.

The control areas associated with these airway segments would extend from 700 feet above the surface to the base of the continental control area. Separate actions would be initiated to implement

on an area basis Amendment 60-21 of the Civil Air Regulations.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Assistant Administrator, Eastern Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, Federal Building, New York International Airport, Jamaica 30, N.Y. All communications received within fifteen days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room A-103, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Air Traffic Division Chief.

This amendment is proposed under section 307(a) of the Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348).

Issued in Washington, D.C., on July 23, 1962.

CLIFFORD P. BURTON,
Chief, Airspace Utilization Division.

[F.R. Doc. 62-7351; Filed, July 25, 1962;
8:55 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[47 CFR Part 3]

[Docket No. 14661 (RM-227)]

RADIO BROADCAST SERVICES

Proposed Use of Automatic Logging Devices; Order Extending Time for Filing Comments and Replies

In the matter of amendment of §§ 3.111(b), 3.281(b), 3.581(b) and 3.663 (b) of the Commission's rules and regu-

lations so as to permit the use of automatic logging devices.

1. In individual petitions, filed July 17, 1962, the National Broadcasting Company, Inc. (NBC) and the Columbia Broadcasting System, Inc. (CBS) each requests a 60-day extension of time in which to file comments and reply comments in the above-captioned proceeding. Comments and replies are now due July 20, 1962, and August 1, 1962, respectively.

2. The substance of the reasons for the two requests is covered by the statement of NBC: "Because of the complex nature of the subject matter, and the desire not only to weigh the proposed changes but to consider whether additional related changes in the Rules should be made at the same time, NBC will be unable to conclude its own studies or reach its own conclusions in this matter by July 20. Although some work on the subject matter of this proceeding will be carried on during the August vacation period, NBC believes that an extension of time for filing comments to September 20, 1962, would be reasonable in the light of the work remaining to be done, and the current workload of the Commission particularly immediately prior to and following the vacation recess."

3. In view of the complexities of this matter, which involve substantial changes in the methods of keeping operating logs and the possibility of the creation of a new log, the "maintenance log", for those entries relating to the maintenance of equipment, we believe the additional time requested is desirable to give all parties adequate opportunity to prepare helpful comments and replies.

4. Therefore, it is ordered, This 18th day of July 1962, that the petitions for extension of time for filing comments of NBC and CBS are granted, and that the times for filing comments and replies in this proceeding are extended from July 20 and August 1, 1962, to September 20 and October 1, 1962, respectively.

5. This action is taken pursuant to authority found in sections 4(i), 5(d) (1), and 303(r) of the Communications Act of 1934, as amended, and section 0.241 (d) (8) of the Commission rules.

Released: July 19, 1962.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAILE,
Acting Secretary.

[F.R. Doc. 62-7349; Filed, July 25, 1962;
8:55 a.m.]

Notices

DEPARTMENT OF THE TREASURY

Bureau of Customs

[T.D. 55669; Customs Delegation Order 19]

CERTAIN PERSONS TO ACT AS COMMISSIONER OF CUSTOMS

Order Establishing an Order of Succession

JULY 20, 1962.

Under the authority conferred upon me by Treasury Department Order No. 129, Revision No. 2, dated April 22, 1955, it is hereby ordered that the following officers of Customs, in the order of succession enumerated, shall act as Commissioner of Customs during the absence or disability of the Commissioner of Customs, or when there is a vacancy in such office:

1. The Assistant Commissioner of Customs;
2. The Deputy Commissioner of Customs for Management and Controls;
3. The Deputy Commissioner of Customs for Investigations and Enforcement;
4. The Deputy Commissioner of Customs for Appraisal Administration;
5. The Deputy Commissioner of Customs, Division of Classification and Drawbacks;
6. The Deputy Commissioner of Customs, Division of Entry, Value, and Penalties;
7. The Deputy Commissioner of Customs, Division of Marine Administration;
8. The Collector of Customs, Wilmington, North Carolina;
9. The Assistant Collector of Customs, Wilmington, North Carolina.

This order supersedes the order of succession established in Bureau of Customs of Treasury Department Delegation Order No. 16, dated May 17, 1960.

[SEAL] PHILIP NICHOLS, Jr.,
Commissioner of Customs.

[F.R. Doc. 62-7335; Filed, July 25, 1962; 8:52 a.m.]

DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

[Docket No. AO 331]

ELBERTA PEACHES GROWN IN CALIFORNIA

Determination Relative To Proposed Marketing Agreement

Pursuant to the Agricultural Marketing Agreement Act of 1937, as amended (secs. 1-19, 48 Stat. 31, as amended; 7 U.S.C. 601-674), and the applicable rules of practice and procedure, as amended, governing proceedings to formulate marketing agreements and marketing orders (7 CFR Part 900), a

public hearing was held at Fresno, California, on May 10 and 11, 1961, after notice thereof published in the FEDERAL REGISTER (26 F.R. 3474) upon a proposed marketing agreement regulating the handling of Elberta peaches grown in California. The decision of the Assistant Secretary setting forth the proposed marketing agreement was published in the FEDERAL REGISTER on June 23, 1961 (26 F.R. 5632); and handlers were afforded opportunity to enter into this agreement.

It is hereby determined that the issuance of the proposed marketing agreement regulating the handling of Elberta peaches grown in California has not been executed by handlers of the requisite quantity of Elberta peaches handled during the 1960 marketing season.

It is hereby further determined that the proposed marketing agreement as set forth in the Assistant Secretary's decision of June 16, 1961 (26 F.R. 5632), will not be entered into.

Done at Washington, D.C., this 20th day of July 1962.

JOHN P. DUNCAN, Jr.,
Assistant Secretary.

[F.R. Doc. 62-7321; Filed, July 25, 1962; 8:50 a.m.]

DEPARTMENT OF LABOR

Wage and Hour Division

CERTIFICATES AUTHORIZING EMPLOYMENT OF FULL-TIME STUDENTS WORKING OUTSIDE OF SCHOOL HOURS IN RETAIL OR SERVICE ESTABLISHMENTS AT SPECIAL MINIMUM WAGES

Notice is hereby given that pursuant to section 14 of the Fair Labor Standards Act of 1938 (52 Stat. 1060, as amended, 29 U.S.C. 201 et seq.), the regulations on employment of full-time students (29 CFR Part 519), and Administrative Order No. 561 (27 F.R. 4001) the establishments listed in this notice have been issued special certificates authorizing the employment of full-time students working outside of school hours at hourly wage rates lower than the minimum wage rates otherwise applicable under section 6 of the Act. The effective and expiration dates, type of establishment and total number of employees of the establishment are as indicated below. Pursuant to § 519.6(b) of the regulations, the minimum certificate rates are not less than 85 percent of the minimum applicable under section 6 of the Fair Labor Standards Act.

The following certificates were issued pursuant to 29 CFR 519.6 (c) and (g) providing for an allowance not to exceed the proportion of the total number of hours worked by full-time students at rates below \$1.00 an hour to the total

number of hours worked by all employees in the establishment during the base period, or 10 percent, whichever is lesser, in occupations of the same general classes in which the establishment employed full-time students at wages below \$1.00 an hour in the base period.

Region I

W. T. Grant Co. (#4), 113 Lisbon Street, Lewiston, Maine; effective 6-26-62 to 6-25-63 (variety store; 24 employees).

W. T. Grant Co., 79 North Main Street, Rochester, N.H.; effective 6-27-62 to 6-26-63 (variety store; 27 employees).

Howland-Hughes Co., 120-140 Bank Street, Waterbury, Conn.; effective 6-28-62 to 6-27-63 (department store; 201 employees).

S. S. Kresge Co. (4527 Jupiter), 440 Main Street, Middletown, Conn.; effective 6-28-62 to 6-27-63 (variety store; 13 employees).

J. J. Newberry Co., 175 Main Street, Northampton, Mass.; effective 6-10-62 to 6-9-63 (variety store; 61 employees).

J. J. Newberry Co., 135 Main Street, Berlin, N.H.; effective 6-20-62 to 6-19-63 (variety store; 13 employees).

Newberry Plymouth Corp. (418), 89 Main Street, Plymouth, N.H.; effective 6-10-62 to 6-9-63 (variety store; 11 employees).

Region II

McCrory-McLellan-Green Stores (#1075), 151 Newark Avenue, Jersey City, N.J.; effective 6-10-62 to 6-9-63 (variety store; 49 employees).

McCrory-McLellan-Green Stores (#1085), 192 Springfield Avenue, Newark, N.J.; effective 6-22-62 to 6-21-63 (variety store; 38 employees).

Newberry Newton Corp. (#428), 67 Spring Street, Newton, N.J.; effective 6-22-62 to 6-21-63 (variety store; 20 employees).

F. W. Woolworth Co. (#191), 1518 Atlantic Avenue, Atlantic City, N.J.; effective 6-21-62 to 6-20-63 (variety store; 41 employees).

F. W. Woolworth Co., 483 Broadway, Bayonne, N.J.; effective 6-10-62 to 6-9-63 (variety store; 32 employees).

F. W. Woolworth Co., 22 North Laurel Street, Bridgeton, N.J.; effective 6-10-62 to 6-9-63 (variety store; 30 employees).

F. W. Woolworth Co., 2515 Federal Street, Camden, N.J.; effective 6-10-62 to 6-9-63 (variety store; 28 employees).

F. W. Woolworth Co., 729 Anderson Avenue, Cliffs Park, N.J.; effective 6-10-62 to 6-9-63 (variety store; 15 employees).

F. W. Woolworth Co., 116 Broad Street, Elizabeth 4, N.J.; effective 6-10-62 to 6-9-63 (variety store; 114 employees).

F. W. Woolworth Co., 147 Main Street, Hackensack, N.J.; effective 6-10-62 to 6-9-63 (variety store; 69 employees).

F. W. Woolworth Co., 115 Kings Highway E., Haddonfield, N.J.; effective 6-10-62 to 6-9-63 (variety store; 27 employees).

F. W. Woolworth Co., 145 Newark Avenue, Jersey City, N.J.; effective 6-10-62 to 6-9-63 (variety store; 30 employees).

F. W. Woolworth Co. (#774), 320 Jackson Avenue, Jersey City, N.J.; effective 6-10-62 to 6-9-63 (variety store; 45 employees).

F. W. Woolworth Co. (#1886), 83 Journal Square, Jersey City, N.J.; effective 6-10-62 to 6-9-63 (variety store; 66 employees).

F. W. Woolworth Co., 165 Market Street, Newark, N.J.; effective 6-10-62 to 6-9-63 (variety store; 435 employees).

F. W. Woolworth Co., 368 George Street, New Brunswick, N.J.; effective 6-10-62 to 6-9-63 (variety store; 49 employees).

F. W. Woolworth Co., 732-36 Asbury Avenue, Ocean City, N.J.; effective 6-21-62 to 6-20-63 (variety store; 18 employees).

F. W. Woolworth Co., 110 South Broadway, Pitman, N.J.; effective 6-10-62 to 6-9-63 (variety store; 20 employees).

F. W. Woolworth Co., 219 East Front Street, Plainfield, N.J.; effective 6-10-62 to 6-9-63 (variety store; 43 employees).

F. W. Woolworth Co., 716 Black Horse Pike, Pleasantville, N.J.; effective 6-10-62 to 6-9-63 (variety store; 31 employees).

F. W. Woolworth Co. (#1034), 116-122 Hassan Street, Princeton, N.J.; effective 6-21-62 to 6-20-63 (variety store; 14 employees).

F. W. Woolworth Co., 52 Broad Street, Red Bank, N.J.; effective 6-10-62 to 6-9-63 (variety store; 23 employees).

F. W. Woolworth Co., Route 202, Somerville, N.J.; effective 6-10-62 to 6-9-63 (variety store; 34 employees).

F. W. Woolworth Co., 117 East State Street, Trenton 8, N.J.; effective 6-10-62 to 6-9-63 (variety store; 92 employees).

F. W. Woolworth Co. (#671), 821 Summit Avenue, Union City, N.J.; effective 6-10-62 to 6-9-63 (variety store; 15 employees).

F. W. Woolworth Co., 5809 Bergenline Avenue, West New York, N.J.; effective 6-10-62 to 6-9-63 (variety store; 54 employees).

F. W. Woolworth Co., 77 Essex Green, West Orange, N.J.; effective 6-10-62 to 6-9-63 (variety store; 47 employees).

F. W. Woolworth Co. (#1834), 151-7 East Broad Street, Westfield, N.J.; effective 6-10-62 to 6-9-63 (variety store; 43 employees).

F. W. Woolworth Co. (#1411), 3210 Pacific Avenue, Wildwood, N.J.; effective 6-10-62 to 6-9-63 (variety store; 16 employees).

F. W. Woolworth Co., 107 Main Street, Woodbridge, N.J.; effective 6-10-62 to 6-9-63 (variety store; 27 employees).

F. W. Woolworth Co. (#1445), 26-32 South Broad Street, Woodbury, N.J.; effective 6-10-62 to 6-9-63 (variety store; 22 employees).

Region III

S. S. Kresge Co., 119 West Lexington Street, Baltimore, Md.; effective 6-10-62 to 6-9-63 (variety store; 97 employees).

S. S. Kresge Co., 3508 Eastern Avenue, Baltimore 24, Md.; effective 6-10-62 to 6-9-63 (variety store; 26 employees).

S. S. Kresge Co., 4903 Annapolis Road, Bladensburg, Md.; effective 6-10-62 to 6-9-63 (variety store; 54 employees).

S. S. Kresge Co., 59 Shipping Place, Dundalk 22, Md.; effective 6-10-62 to 6-9-63 (variety store; 61 employees).

S. S. Kresge Co., 1300 Eastern Boulevard, Essex 21, Md.; effective 6-10-62 to 6-9-63 (variety store; 42 employees).

S. S. Kresge Co., Wheaton Plaza, 11160 Viers Mill Road, Wheaton, Md.; effective 6-10-62 to 6-9-63 (variety store; 60 employees).

S. S. Kresge Co., 904 State Street, Erie, Pa.; effective 6-10-62 to 6-9-63 (variety store; 71 employees).

S. S. Kresge Co., 220 Market Street, Harrisburg, Pa.; effective 6-10-62 to 6-9-63 (variety store; 71 employees).

S. S. Kresge Co., 428 Main Street, Johnstown, Pa.; effective 6-10-62 to 6-9-63 (variety store; 24 employees).

Lancaster Shopping Center, 1625 Lititz Pike, Lancaster, Pa.; effective 6-10-62 to 6-9-63 (variety store; 38 employees).

S. S. Kresge Co., 45 Morrisville Shopping Center, Morrisville, Pa.; effective 6-10-62 to 6-9-63 (variety store; two employees).

S. S. Kresge Co., 1428 Point Breeze Avenue, Philadelphia, Pa.; effective 6-10-62 to 6-9-63 (variety store; 26 employees).

S. S. Kresge Co., 3116 Kensington Avenue, Philadelphia 34, Pa.; effective 6-10-62 to 6-9-63 (variety store; 41 employees).

S. S. Kresge Co., 4506 Frankford Avenue, Philadelphia 24, Pa.; effective 6-10-62 to 6-9-63 (variety store; 49 employees).

S. S. Kresge Co., 4254 Frankford Avenue, Philadelphia 49, Pa.; effective 6-10-62 to 6-9-63 (variety store; 23 employees).

S. S. Kresge Co., North Park Village, 4801 McKnight Road, Pittsburgh, Pa.; effective 6-10-62 to 6-9-63 (variety store; 37 employees).

S. S. Kresge Co., 544 Penn Street, Reading, Pa.; effective 6-10-62 to 6-9-63 (variety store; 73 employees).

S. S. Kresge Co., 2301 Sharon-Mercer Road, Sharon, Pa.; effective 6-10-62 to 6-9-63 (variety store; 30 employees).

S. S. Kresge Co., 92 South 69th Street, Upper Darby, Pa.; effective 6-10-62 to 6-9-63 (variety store; 73 employees).

G. C. Murphy Co., 100-4 Main Street, Annapolis, Md.; effective 6-10-62 to 6-9-63 (variety store; 46 employees).

G. C. Murphy Co., 7737 Eastern Boulevard, Baltimore 24, Md.; effective 6-10-62 to 6-9-63 (variety store; 131 employees).

G. C. Murphy Co., 411-13 South Broadway, Baltimore 31, Md.; effective 6-10-62 to 6-9-63 (variety store; 43 employees).

G. C. Murphy Co., 18-20-22 West North Avenue, Baltimore 1, Md.; effective 6-10-62 to 6-9-63 (variety store; 70 employees).

G. C. Murphy Co., 1024-26-30 Light Street, Baltimore 30, Md.; effective 6-10-62 to 6-9-63 (variety store; 24 employees).

G. C. Murphy Co., 6863-65 Loch Raven Boulevard, Baltimore 4, Md.; effective 6-10-62 to 6-9-63 (variety store; 61 employees).

G. C. Murphy Co., 901 West 36th Street, Baltimore 11, Md.; effective 6-10-62 to 6-9-63 (variety store; 27 employees).

G. C. Murphy Co., 5406-08-10 Harford Road, Baltimore 14, Md.; effective 6-10-62 to 6-9-63 (variety store; 35 employees).

G. C. Murphy Co., 3421-25 Belair Road, Baltimore 13, Md.; effective 6-10-62 to 6-9-63 (variety store; 34 employees).

G. C. Murphy Co., 3411 Dundalk Avenue, Baltimore 22, Md.; effective 6-10-62 to 6-9-63 (variety store; 49 employees).

G. C. Murphy Co., 2027 Mondawmin Mall, Baltimore 15, Md.; effective 6-10-62 to 6-9-63 (variety store; 123 employees).

G. C. Murphy Co., 5732 Baltimore National Pike, Baltimore 28, Md.; effective 6-10-62 to 6-9-63 (variety store; 135 employees).

G. C. Murphy Co., 140-44 Baltimore Street, Cumberland, Md.; effective 6-10-62 to 6-9-63 (variety store; 99 employees).

G. C. Murphy Co., 338 Harundale Shopping Center, Glen Burnie, Md.; effective 6-10-62 to 6-9-63 (variety store; 119 employees).

G. C. Murphy Co., 3400 East West Highway, Prince Georges Plaza, Hyattsville, Md.; effective 6-10-62 to 6-9-63 (variety store; 94 employees).

G. C. Murphy Co., 214-16 Montgomery Avenue, Rockville, Md.; effective 6-10-62 to 6-9-63 (variety store; 17 employees).

G. C. Murphy Co., Twinbrook Shopping Center, 2100 Viers Mill Rd., Rockville, Md.; effective 6-10-62 to 6-9-63 (variety store; 41 employees).

G. C. Murphy Co., Congressional Shopping Center, 1683 East Montgomery Avenue, Rockville, Md.; effective 6-10-62 to 6-9-63 (variety store; 39 employees).

G. C. Murphy Co., 8237-41 Georgia Avenue, Silver Spring, Md.; effective 6-10-62 to 6-9-63 (variety store; 26 employees).

G. C. Murphy Co., 6-10 West Main Street, Westminster, Md.; effective 6-10-62 to 6-9-63 (variety store; 27 employees).

G. C. Murphy Co., 460-74 Franklin Avenue, Aliquippa, Pa.; effective 6-10-62 to 6-9-63 (variety store; 52 employees).

G. C. Murphy Co., 561-65 Merchant Street, Ambridge, Pa.; effective 6-10-62 to 6-9-63 (variety store; 49 employees).

G. C. Murphy Co., 16-18 South Broadway, Bangor, Pa.; effective 6-10-62 to 6-9-63 (variety store; 23 employees).

G. C. Murphy Co., 1006-08 Philadelphia Avenue, Barnesboro, Pa.; effective 6-10-62 to 6-9-63 (variety store; 33 employees).

G. C. Murphy Co., 596-598 Third Street, Beaver, Pa.; effective 6-10-62 to 6-9-63 (variety store; 26 employees).

G. C. Murphy Co., 1100-06 Seventh Avenue, Beaver Falls, Pa.; effective 6-10-62 to 6-9-63 (variety store; 67 employees).

G. C. Murphy Co., 100-8 South Juliana Street, Bedford, Pa.; effective 6-10-62 to 6-9-63 (variety store; 42 employees).

G. C. Murphy Co., 110-12 West High Street, Bellefonte, Pa.; effective 6-10-62 to 6-9-63 (variety store; 43 employees).

G. C. Murphy Co., 517-19 Lincoln Avenue, Bellevue, Pa.; effective 6-10-62 to 6-9-63 (variety store; 63 employees).

G. C. Murphy Co., 1836 Stefkco Boulevard, Bethlehem, Pa.; effective 6-10-62 to 6-9-63 (variety store; 52 employees).

G. C. Murphy Co., 225-59 Main Street, Brookville, Pa.; effective 6-10-62 to 6-9-63 (variety store; 19 employees).

G. C. Murphy Co., 5-13 Market Street, Brownsville, Pa.; effective 6-10-62 to 6-9-63 (variety store; 59 employees).

G. C. Murphy Co., 8-10 North Main Street, Burgettstown, Pa.; effective 6-10-62 to 6-9-63 (variety store; 17 employees).

G. C. Murphy Co., 116-122 South Main Street, Butler, Pa.; effective 6-10-62 to 6-9-63 (variety store; 55 employees).

G. C. Murphy Co., 201-205 Wood Street, California, Pa.; effective 6-10-62 to 6-9-63 (variety store; 18 employees).

G. C. Murphy Co., 23-29 East Main Street, Carnegie, Pa.; effective 6-10-62 to 6-9-63 (variety store; 15 employees).

G. C. Murphy Co., 512-22 Fallowfield Avenue, Charleroi, Pa.; effective 6-10-62 to 6-9-63 (variety store; 85 employees).

G. C. Murphy Co., 559-65 Miller Avenue, Clairton, Pa.; effective 6-10-62 to 6-9-63 (variety store; 33 employees).

G. C. Murphy Co., 516 Main Street, Clarion, Pa.; effective 6-10-62 to 6-9-63 (variety store; 35 employees).

G. C. Murphy Co., 243-45 Market Street, Clearfield, Pa.; effective 6-10-62 to 6-9-63 (variety store; 38 employees).

G. C. Murphy Co., 109 West Crawford Avenue, Connellsville, Pa.; effective 6-10-62 to 6-9-63 (variety store; 63 employees).

G. C. Murphy Co., 46-54 North Center Street, Corry, Pa.; effective 6-10-62 to 6-9-63 (variety store; 21 employees).

G. C. Murphy Co., 108-10 Second Street, Elizabeth, Pa.; effective 6-10-62 to 6-9-63 (variety store; 14 employees).

G. C. Murphy Co., 914-22 State Street, Erie, Pa.; effective 6-10-62 to 6-9-63 (variety store; 46 employees).

G. C. Murphy Co., 934 West Erie Plaza, Erie 2, Pa.; effective 6-10-62 to 6-9-63 (variety store; 36 employees).

G. C. Murphy Co., 352-54 Butler Street, Etta, Pa.; effective 6-10-62 to 6-9-63 (variety store; 22 employees).

G. C. Murphy Co., 114-16 East Main Street, Everett, Pa.; effective 6-10-62 to 6-9-63 (variety store; 26 employees).

G. C. Murphy Co., 600-2 Idaho Street, Farrell, Pa.; effective 6-10-62 to 6-9-63 (variety store; 17 employees).

G. C. Murphy Co., 402-06 Ford Street, Ford City, Pa.; effective 6-10-62 to 6-9-63 (variety store; 20 employees).

G. C. Murphy Co., 1261-63 Liberty Street, Franklin, Pa.; effective 6-10-62 to 6-9-63 (variety store; 27 employees).

G. C. Murphy Co., 15-31 Baltimore Street, Gettysburg, Pa.; effective 6-10-62 to 6-9-63 (variety store; 33 employees).

G. C. Murphy Co., 133-45 South Main Street, Greensburg, Pa.; effective 6-10-62 to 6-9-63 (variety store; 84 employees).

G. C. Murphy Co., 205-09 Main Street, Greenville, Pa.; effective 6-10-62 to 6-9-63 (variety store; 17 employees).

G. C. Murphy Co., 149-53 South Broad Street, Grove City, Pa.; effective 6-10-62 to 6-9-63 (variety store; 28 employees).

G. C. Murphy Co., 30-32 Broadway, Hanover, Pa.; effective 6-10-62 to 6-9-63 (variety store; 48 employees).

G. C. Murphy Co., 215-17 Market Street, Harrisburg, Pa.; effective 6-10-62 to 6-9-63 (variety store; 74 employees).

G. C. Murphy Co., W. Chester Pike and Eagle Road, Havertown, Pa.; effective 6-10-62 to 6-9-63 (variety store; 58 employees).

G. C. Murphy Co., 305-308 Allegheny Street, Hollidaysburg, Pa.; effective 6-10-62 to 6-9-63 (variety store; 33 employees).

G. C. Murphy Co., 528 Washington Street, Huntington, Pa.; effective 6-10-62 to 6-9-63 (variety store; 22 employees).

G. C. Murphy Co., 665-67 Philadelphia Street, Indiana, Pa.; effective 6-10-62 to 6-9-63 (variety store; 72 employees).

G. C. Murphy Co., 328-34 Main Street, Irwin, Pa.; effective 6-10-62 to 6-9-63 (variety store; 43 employees).

G. C. Murphy Co., 314-16 Clay Avenue, Jennette, Pa.; effective 6-10-62 to 6-9-63 (variety store; 46 employees).

G. C. Murphy Co., 212-220 Market Street, Kittanning, Pa.; effective 6-10-62 to 6-9-63 (variety store; 84 employees).

G. C. Murphy Co., 810-12 Ligonier Street, Latrobe, Pa.; effective 6-10-62 to 6-9-63 (variety store; 57 employees).

G. C. Murphy Co., 101-05 North First Street, Leighton, Pa.; effective 6-10-62 to 6-9-63 (variety store; 40 employees).

G. C. Murphy Co., 1200 Market Street, Room 266, Lemoyne, Pa.; effective 6-10-62 to 6-9-63 (variety store; 19 employees).

G. C. Murphy Co., 2 East Market Street, Lewistown, Pa.; effective 6-10-62 to 6-9-63 (variety store; 75 employees).

G. C. Murphy Co., 105-11 South Diamond, Ligonier, Pa.; effective 6-10-62 to 6-9-63 (variety store; 23 employees).

G. C. Murphy Co., 106 Lincoln Avenue, McDonald, Pa.; effective 6-10-62 to 6-9-63 (variety store; 20 employees).

G. C. Murphy Co., 315-21 Fifth Avenue, McKeesport, Pa.; effective 6-10-62 to 6-9-63 (variety store; 118 employees).

G. C. Murphy Co., 226-28 Chestnut Street, Meadville, Pa.; effective 6-10-62 to 6-9-63 (variety store; 26 employees).

G. C. Murphy Co., 205 Center Street, Meyersdale, Pa.; effective 6-10-62 to 6-9-63 (variety store; 20 employees).

G. C. Murphy Co., 630-32 Midland Avenue, Midland, Pa.; effective 6-10-62 to 6-9-63 (variety store; 24 employees).

G. C. Murphy Co., 518-22-24-26 Bonner Avenue, Monessen, Pa.; effective 6-10-62 to 6-9-63 (variety store; 22 employees).

G. C. Murphy Co., 31 West Shirley Street, Mount Union, Pa.; effective 6-10-62 to 6-9-63 (variety store; 25 employees).

G. C. Murphy Co., Heights Plaza, Broadview Boulevard, Natrona Heights, Pa.; effective 6-10-62 to 6-9-63 (variety store; 87 employees).

G. C. Murphy Co., 23-25 Belvidere Street, Nazareth, Pa.; effective 6-10-62 to 6-9-63 (variety store; 24 employees).

G. C. Murphy Co., 312 Broad Street, New Bethlehem, Pa.; effective 6-10-62 to 6-9-63 (variety store; 19 employees).

G. C. Murphy Co., 119-25 East Washington Street, New Castle, Pa.; effective 6-10-62 to 6-9-63 (variety store; 67 employees).

G. C. Murphy Co., 889 Fifth Avenue, New Kensington, Pa.; effective 6-10-62 to 6-9-63 (variety store; 78 employees).

G. C. Murphy Co., 3-5 Main Street, North East, Pa.; effective 6-10-62 to 6-9-63 (variety store; 20 employees).

G. C. Murphy Co., 2001 Oregon Avenue, Philadelphia 45, Pa.; effective 6-10-62 to 6-9-63 (variety store; 61 employees).

G. C. Murphy Co., 62d and Woodland, Philadelphia, Pa.; effective 6-10-62 to 6-9-63 (variety store; 69 employees).

G. C. Murphy Co., 228-32 Fifth Avenue, Pittsburgh, Pa.; effective 6-10-62 to 6-9-63 (variety store; 300 employees).

G. C. Murphy Co., 701-05 North Homewood Avenue, Pittsburgh, Pa.; effective 6-10-62 to 6-9-63 (variety store; 54 employees).

G. C. Murphy Co., 708-12 Penn Avenue, Wilkesburg, Pittsburgh, Pa.; effective 6-10-62 to 6-9-63 (variety store; 37 employees).

G. C. Murphy Co., 4327 Butler Street, Pittsburgh, Pa.; effective 6-10-62 to 6-9-63 (variety store; 37 employees).

G. C. Murphy Co., 4847-49 Second Street, Pittsburgh, Pa.; effective 6-10-62 to 6-9-63 (variety store; 25 employees).

G. C. Murphy Co., 1413-1415 Potomac Avenue, Pittsburgh, Pa.; effective 6-10-62 to 6-9-63 (variety store; 27 employees).

G. C. Murphy Co., 680-82 Washington Road, Pittsburgh, Pa.; effective 6-10-62 to 6-9-63 (variety store; 21 employees).

G. C. Murphy Co., 719-23 East Ohio Street, N.S. Pittsburgh, Pa.; effective 6-10-62 to 6-9-63 (variety store; 42 employees).

G. C. Murphy Co., 221-23 Brownsville Road, Pittsburgh, Pa.; effective 6-10-62 to 6-9-63 (variety store; 43 employees).

G. C. Murphy Co., 6019-23 Penn Avenue, Pittsburgh, Pa.; effective 6-10-62 to 6-9-63 (variety store; 80 employees).

G. C. Murphy Co., 4110 Brownsville Road, Pittsburgh, Pa.; effective 6-10-62 to 6-9-63 (variety store; 79 employees).

G. C. Murphy Co., 300 Mt. Lebanon Boulevard, Pittsburgh, Pa.; effective 6-10-62 to 6-9-63 (variety store; 37 employees).

G. C. Murphy Co., East Hills Center, Robinson Boulevard and Frankstown Road, Pittsburgh, Pa.; effective 6-10-62 to 6-9-63 (variety store; 87 employees).

G. C. Murphy Co., 101 West Mahoning Avenue, Punxsutawney, Pa.; effective 6-10-62 to 6-9-63 (variety store; 38 employees).

G. C. Murphy Co., 17 North Main Street, Red Lion, Pa.; effective 6-10-62 to 6-9-63 (variety store; 15 employees).

G. C. Murphy Co., 249 Main Street, Ridgway, Pa.; effective 6-10-62 to 6-9-63 (variety store; 25 employees).

G. C. Murphy Co., 188-92 Brighton Avenue, Rochester, Pa.; effective 6-10-62 to 6-9-63 (variety store; 36 employees).

G. C. Murphy Co., 31-37 Erie Avenue, St. Marys, Pa.; effective 6-10-62 to 6-9-63 (variety store; 30 employees).

G. C. Murphy Co., 411-413 Beaver Street, Sewickley, Pa.; effective 6-10-62 to 6-9-63 (variety store; 25 employees).

G. C. Murphy Co., 47-51 East State Street, Sharon, Pa.; effective 6-10-62 to 6-9-63 (variety store; 52 employees).

G. C. Murphy Co., 1-3-5 East King Street, Shippensburg, Pa.; effective 6-10-62 to 6-9-63 (variety store; 26 employees).

G. C. Murphy Co., 127-131 South Allen Street, State College, Pa.; effective 6-10-62 to 6-9-63 (variety store; 41 employees).

G. C. Murphy Co., 414-416 Corbett Street, Tarentum, Pa.; effective 6-10-62 to 6-9-63 (variety store; 48 employees).

G. C. Murphy Co., 116 West Spring Street, Titusville, Pa.; effective 6-10-62 to 6-9-63 (variety store; 27 employees).

G. C. Murphy Co., 538-40 Penn Avenue, Turtle Creek, Pa.; effective 6-10-62 to 6-9-63 (variety store; 15 employees).

G. C. Murphy Co., 13-7 East Main Street, Uniontown, Pa.; effective 6-10-62 to 6-9-63 (variety store; 120 employees).

G. C. Murphy Co., 120-24 Grant Avenue, Vandergrift, Pa.; effective 6-10-62 to 6-9-63 (variety store; 36 employees).

G. C. Murphy Co., 306-308 Second Avenue, Warren, Pa.; effective 6-10-62 to 6-9-63 (variety store; 32 employees).

G. C. Murphy Co., 43-7 North Main Street, Washington, Pa.; effective 6-10-62 to 6-9-63 (variety store; 129 employees).

G. C. Murphy Co., 22-26 West High Street, Waynesburg, Pa.; effective 6-10-62 to 6-9-63 (variety store; 47 employees).

G. C. Murphy Co., 129-31 Main Street, West Newton, Pa.; effective 6-10-62 to 6-9-63 (variety store; 18 employees).

G. C. Murphy Co., 48 North Easton Road, Willow Grove, Pa.; effective 6-10-62 to 6-9-63 (variety store; 76 employees).

G. C. Murphy Co., 1-3-5 Market Street, York, Pa.; effective 6-10-62 to 6-9-63 (variety store; 48 employees).

F. W. Woolworth Co., 230 East Main Street, Newark, Del.; effective 6-10-62 to 6-9-63 (variety store; 23 employees).

F. W. Woolworth Co., Nylon Capitol Shopping Center, Stem Highway and Atlanta Road, Seaford, Del.; effective 6-10-62 to 6-9-63 (variety store; 30 employees).

F. W. Woolworth Co., 504-508 Market Street, Wilmington, Del.; effective 6-10-62 to 6-9-63 (variety store; 50 employees).

F. W. Woolworth Co., 839 Market Street, Wilmington, Del.; effective 6-10-62 to 6-9-63 (variety store; 62 employees).

F. W. Woolworth Co., 221-3-5 West Lexington Street, Baltimore, Md.; effective 6-10-62 to 6-9-63 (variety store; 60 employees).

F. W. Woolworth Co., 3506 Eastern Avenue, Baltimore, Md.; effective 6-10-62 to 6-9-63 (variety store; 49 employees).

F. W. Woolworth Co., 5-7 South Main Street, Bel Air, Md.; effective 6-10-62 to 6-9-63 (variety store; 34 employees).

F. W. Woolworth Co., 20 Race Street, Cambridge, Md.; effective 6-10-62 to 6-9-63 (variety store; 20 employees).

F. W. Woolworth Co., West Seventh Street, Frederick, Md.; effective 6-10-62 to 6-9-63 (variety store; 31 employees).

F. W. Woolworth Co., 212 West Main Street, Salisbury, Md.; effective 6-10-62 to 6-9-63 (variety store; 71 employees).

F. W. Woolworth Co., Westminster Shopping Center, Englar Road and Route 140, Westminster, Md.; effective 6-10-62 to 6-9-63 (variety store; 30 employees).

F. W. Woolworth Co., 1441 Old York Road, Abington, Pa.; effective 6-10-62 to 6-9-63 (variety store; 24 employees).

F. W. Woolworth Co., 733 Hamilton Street, Allentown, Pa.; effective 6-10-62 to 6-9-63 (variety store; 70 employees).

F. W. Woolworth Co., 1314-11th Avenue, Altoona, Pa.; effective 6-10-62 to 6-9-63 (variety store; 21 employees).

F. W. Woolworth Co., 8-10 West Lancaster Avenue, Ardmore, Pa.; effective 6-10-62 to 6-9-63 (variety store; 27 employees).

F. W. Woolworth Co., 57 East City Avenue, Bala Cynwyd, Pa.; effective 6-10-62 to 6-9-63 (variety store; 44 employees).

F. W. Woolworth Co., 555-57 North Main Street, Bethlehem, Pa.; effective 6-10-62 to 6-9-63 (variety store; 28 employees).

F. W. Woolworth Co., 2-14 East Main Street, Bloomsburg, Pa.; effective 6-10-62 to 6-9-63 (variety store; 24 employees).

F. W. Woolworth Co., Lauree Park Shopping Center, Sproal and Lauree Road, Broonall, Pa.; effective 6-10-62 to 6-9-63 (variety store; 23 employees).

F. W. Woolworth Co., 145 South Main Street, Butler, Pa.; effective 6-10-62 to 6-9-63 (variety store; 67 employees).

F. W. Woolworth Co., 14-16 North Hanover Street, Carlisle, Pa.; effective 6-10-62 to 6-9-63 (variety store; 40 employees).

F. W. Woolworth Co., 71-73 South Main Street, Chambersburg, Pa.; effective 6-10-62 to 6-9-63 (variety store; 16 employees).

F. W. Woolworth Co., 239-43 Main Street, Coatesville, Pa.; effective 6-10-62 to 6-9-63 (variety store; 23 employees).

F. W. Woolworth Co., 876 Main Street, Darby, Pa.; effective 6-10-62 to 6-9-63 (variety store; 25 employees).

F. W. Woolworth Co., 25th Street Shopping Center, Easton, Pa.; effective 6-10-62 to 6-9-63 (variety store; 25 employees).

F. W. Woolworth Co., 301 Northampton Street, Easton, Pa.; effective 6-10-62 to 6-9-63 (variety store; 50 employees).

F. W. Woolworth Co., 818 State Street, Erie, Pa.; effective 6-10-62 to 6-9-63 (variety store; 24 employees).

F. W. Woolworth Co., Bustleton Pike, Foosterville, Pa.; effective 6-10-62 to 6-9-63 (variety store; 27 employees).

F. W. Woolworth Co., Clearview Shopping Center, Carlisle Street, Hanover, Pa.; effective 6-10-62 to 6-9-63 (variety store; 26 employees).

F. W. Woolworth Co., 204-10 Market Street, Harrisburg, Pa.; effective 6-10-62 to 6-9-63 (variety store; 79 employees).

F. W. Woolworth Co., 444-46 Main Street, Johnstown, Pa.; effective 6-10-62 to 6-9-63 (variety store; 69 employees).

F. W. Woolworth Co., Narrow's Shopping Center, Northampton and Wyoming Avenue, Kingstown, Pa.; effective 6-10-62 to 6-9-63 (variety store; 28 employees).

F. W. Woolworth Co., 21-27 North Queen Street, Lancaster, Pa.; effective 6-10-62 to 6-9-63 (variety store; 63 employees).

F. W. Woolworth Co., 321-27 West Main Street, Lansdale, Pa.; effective 6-10-62 to 6-9-63 (variety store; 35 employees).

F. W. Woolworth Co., 8-10 East Main Street, Lock Haven, Pa.; effective 6-10-62 to 6-9-63 (variety store; 23 employees).

F. W. Woolworth Co., 220-224 Chestnut Street, Meadville, Pa.; effective 6-10-62 to 6-9-63 (variety store; 24 employees).

F. W. Woolworth Co., 535-37 Main Street, Mt. Pleasant, Pa.; effective 6-10-62 to 6-9-63 (variety store; 16 employees).

F. W. Woolworth Co., 30-40 East Main Street, Nanticoke, Pa.; effective 6-10-62 to 6-9-63 (variety store; 22 employees).

F. W. Woolworth Co., Logan Square, Norristown, Pa.; effective 6-10-62 to 6-9-63 (variety store; 34 employees).

F. W. Woolworth Co., 70 East Main Street, Norristown, Pa.; effective 6-10-62 to 6-9-63 (variety store; 24 employees).

F. W. Woolworth Co., 20 South 60th Street, Philadelphia 39, Pa.; effective 6-10-62 to 6-9-63 (variety store; 34 employees).

F. W. Woolworth Co., 769 Huntingdon Pike, Huntingdon Valley Shopping Center, Philadelphia, Pa.; effective 6-10-62 to 6-9-63 (variety store; 20 employees).

F. W. Woolworth Co., 2318 North Front Street, Philadelphia, Pa.; effective 6-10-62 to 6-9-63 (variety store; 21 employees).

F. W. Woolworth Co., 3610 Germantown Avenue, Philadelphia, Pa.; effective 6-10-62 to 6-9-63 (variety store; 15 employees).

F. W. Woolworth Co., 5200 Market Street, Philadelphia, Pa.; effective 6-10-62 to 6-9-63 (variety store; 73 employees).

F. W. Woolworth Co., 5607-11 Germantown Avenue, Philadelphia, Pa.; effective 6-10-62 to 6-9-63 (variety store; 78 employees).

F. W. Woolworth Co., 6174 Ridge Avenue, Philadelphia, Pa.; effective 6-10-62 to 6-9-63 (variety store; 23 employees).

F. W. Woolworth Co., 7310 Frankford Avenue, Philadelphia, Pa.; effective 6-10-62 to 6-9-63 (variety store; 43 employees).

F. W. Woolworth Co., 6009-13 Penn Avenue, Pittsburgh, Pa.; effective 6-10-62 to 6-9-63 (variety store; 53 employees).

F. W. Woolworth Co., 8025-8027 McKnight Road, Pittsburgh, Pa.; effective 6-10-62 to 6-9-63 (variety store; 20 employees).

F. W. Woolworth Co., U.S. Route 309 and West Broad Street, Quakertown, Pa.; effective 6-10-62 to 6-9-63 (variety store; 34 employees).

F. W. Woolworth Co., 530 Penn Street, Reading, Pa.; effective 6-10-62 to 6-9-63 (variety store; 37 employees).

F. W. Woolworth Co., 12 West Independence Street, Shamokin, Pa.; effective 6-10-62 to 6-9-63 (variety store; 38 employees).

F. W. Woolworth Co., 116-22 Allen Street, State College, Pa.; effective 6-10-62 to 6-9-63 (variety store; 24 employees).

F. W. Woolworth Co., 69 South 69th Street, Upper Darby, Pa.; effective 6-10-62 to 6-9-63 (variety store; 36 employees).

F. W. Woolworth Co., 132 East Lancaster Avenue, Wayne, Pa.; effective 6-10-62 to 6-9-63 (variety store; 35 employees).

F. W. Woolworth Co., 1-3 West Gay, West Chester, Pa.; effective 6-10-62 to 6-9-63 (variety store; 35 employees).

F. W. Woolworth Co., 923 Paoli Pike, West Chester, Pa.; effective 6-10-62 to 6-9-63 (variety store; 22 employees).

F. W. Woolworth Co., 7-13 South Main Street, Wilkes-Barre, Pa.; effective 6-10-62 to 6-9-63 (variety store; 64 employees).

F. W. Woolworth Co., 315-319 Pine Street, Williamsport, Pa.; effective 6-10-62 to 6-9-63 (variety store; 63 employees).

Region IV

Abbeville Piggly Wiggly, Inc., 201 Kirkland Street, Abbeville, Ala.; effective 6-21-62 to 6-20-63 (food store; 15 employees).

Christo's Inc., 439 Grace Avenue, Panama City, Fla.; effective 6-14-62 to 6-13-63 (variety store; 12 employees).

Colonial Stores, Inc., 19-27 Ashby Street NW., Atlanta, Ga.; effective 6-11-62 to 6-10-63 (food store; 17 employees).

Colonial Stores, Inc., 1212 North 26th Street, Birmingham, Ala.; effective 6-11-62 to 6-10-63 (food store; 16 employees).

Dothan Piggly Wiggly, Inc., 830 South Oates Street, Dothan, Ala.; effective 6-21-62 to 6-20-63 (food store; 32 employees).

Edward's Inc., 517 King Street, Charleston, S.C.; effective 6-11-62 to 6-10-63 (variety store; 94 employees).

Edward's Inc., 496 King Street, Charleston, S.C.; effective 6-11-62 to 6-10-63 (variety store; 29 employees).

Edward's Inc., 82-84 Reynolds Avenue, Charleston Heights, S.C.; effective 6-11-62 to 6-10-63 (variety store; 34 employees).

Edward's Inc., 41-41½ Laurel Street, Conway, S.C.; effective 6-11-62 to 6-10-63 (variety store; 30 employees).

Edward's Inc., 31-33 Washington Street, Walterboro, S.C.; effective 6-11-62 to 6-10-63 (variety store; 54 employees).

Edward's of Beaufort, Beaufort, S.C.; effective 6-11-62 to 6-10-63 (variety store; 61 employees).

Edward's of Byrnes Downs, St. Andrews Shopping Center, Charleston, S.C.; effective 6-11-62 to 6-10-63 (variety store; 49 employees).

Edward's of Myrtle Beach, Myrtle Beach, S.C.; effective 6-11-62 to 6-10-63 (variety store; 23 employees).

Edward's of Pinehaven, Pinehaven Shopping Center, Charleston Heights, S.C.; effective 6-11-62 to 6-10-63 (variety store; 108 employees).

Edward's of Sumter, North Main Street, Sumter, S.C.; effective 6-11-62 to 6-10-63 (variety store; 49 employees).

Elba Piggly Wiggly, Inc., 501 Claxton Street, Elba, Ala.; effective 6-21-62 to 6-20-63 (food store; 16 employees).

Eufaula Piggly Wiggly, Inc., 138 South Randolph Street, Eufaula, Ala.; effective 6-21-62 to 6-20-63 (food store; 23 employees).

Geneva Piggly Wiggly, Inc., Water Street, Geneva, Ala.; effective 6-21-62 to 6-20-63 (food store; 16 employees).

W. T. Grant Co. (#64), 101 North Main Street, Greenville, S.C.; effective 6-21-62 to 6-20-63 (variety store; 44 employees).

S. S. Kresge Co., Northside Center, 20 Northside Plaza, Miami, Fla.; effective 6-11-62 to 6-10-63 (variety store; 45 employees).

Luverne Piggly Wiggly, Inc., 314 Forest Avenue, Luverne, Ala.; effective 6-21-62 to 6-20-63 (food store; 13 employees).

McCrory-McLellan Store (#164), 112-114 Laurens Street, Aiken, S.C.; effective 6-11-62 to 6-10-63 (variety store; 24 employees).

McCrory's Store (#327), Tri-Cities Plaza, East Point, Ga.; effective 6-14-62 to 6-13-63 (variety store; 38 employees).

McCrory-McLellan-Green Co., 100 Jackson Street, Dublin, Ga.; effective 6-11-62 to 6-10-63 (variety store; 21 employees).

Millner's Inc., 104 South Main Street, Gainesville, Ga.; effective 6-26-62 to 6-25-63 (apparel store; 32 employees).

Morgan & Lindsey, Inc., 2934 West Beach, Biloxi, Miss.; effective 6-27-62 to 6-26-63 (variety store; 16 employees).

Morgan & Lindsey, Inc., 776 Highway 1 S., Greenville, Miss.; effective 6-27-62 to 6-26-63 (variety store; 15 employees).

Morgan & Lindsey, Inc., 2415 25th Avenue, Gulfport, Miss.; effective 6-27-62 to 6-26-63 (variety store; 16 employees).

Morgan & Lindsey, Inc., Broadway Mart, Hattiesburg, Miss.; effective 6-27-62 to 6-26-63 (variety store; 12 employees).

Morgan & Lindsey, Inc., 1702 Terry Road, Jackson, Miss.; effective 6-27-62 to 6-26-63 (variety store; 18 employees).

Morgan & Lindsey, Inc., Gardiner Center, Laurel, Miss.; effective 6-27-62 to 6-26-63 (variety store; 11 employees).

Neisner Brothers, Inc., (#151), 954 Arlington Road, Jacksonville, Fla.; effective 6-25-62 to 6-24-63 (variety store; 19 employees).

Neisner Bros., Inc. (#157), 1155 Apalachee Parkway, Tallahassee, Fla.; effective 6-10-62 to 6-9-63 (variety store; 42 employees).

Newberry Pensacola Corp., 43 South Palafox Street, Pensacola, Fla.; effective 6-27-62 to 6-26-63 (variety store; 50 employees).

Ozark Piggly Wiggly, Inc., 109-11 South Union Street, Ozark, Ala.; effective 6-21-62 to 6-20-63 (food store; 22 employees).

Piggly Wiggly, Greenville, Ala.; effective 6-21-62 to 6-20-63 (food store; 18 employees).

Samson Piggly Wiggly, Inc., 129-31 East Main Street, Samson, Ala.; effective 6-21-62 to 6-20-63 (food store; 13 employees).

Sunshine Dept. Stores, Inc., 795 Marietta Street, NW, Atlanta, Ga.; effective 6-25-62 to 6-24-63 (department store; 23 employees).

Troy Piggly Wiggly, Inc., 212 South Three Notch Street, Troy, Ala.; effective 6-21-62 to 6-20-63 (food store; 20 employees).

West Main Piggly Wiggly, Inc., 811 West Main Street, Dothan, Ala.; effective 6-21-62 to 6-20-63 (food store; 12 employees).

F. W. Woolworth Co. (#814), 126 East Capitol Street, Jackson, Miss.; effective 6-22-62 to 6-21-63 (variety store; 53 employees).

Region V

S. S. Kresge Co. (#144), Maple Heights, Ohio; effective 6-27-62 to 6-26-63 (variety store; 100 employees).

S. S. Kresge Co., Lorain, Ohio; effective 6-27-62 to 6-26-63 (variety store; 20 employees).

Region VI

Columbia Shopping Center, 1200 West Columbia, Evansville, Ind.; effective 6-27-62 to 6-9-63 (variety store; 44 employees).

Eavey's Food Market, 900 East 29th Street, Muncie, Ind.; effective 6-27-62 to 6-9-63 (food store; 18 employees).

Franklin Drug Store, 2341 West Franklin Street, Evansville 12, Ind.; effective 6-27-62 to 6-9-63 (drug store; 55 employees).

W. T. Grant Co., 3323-41 Legion Boulevard, Quincy, Ill.; effective 6-25-62 to 6-9-63 (variety store; 77 employees).

H. L. Green Co. (#1063), 306 South Walnut Street, Muncie, Ind.; effective 6-27-62 to 6-9-63 (variety store; 17 employees).

Hooley's Super Market, 902 South Fourth Street, Stillwater, Minn.; effective 6-10-62 to 6-9-63 (food store; 13 employees).

Hooley's Super Market, 405 East Myrtle Street, Stillwater, Minn.; effective 6-10-62 to 6-9-63 (food store; 69 employees).

S. S. Kresge Co. (#88), 23-29 East Main Street, Belleville, Ill.; effective 6-25-62 to 6-9-63 (variety store; 85 employees).

S. S. Kresge Co., Country Fair Shopping Center, Springfield and Mattis Avenue, Champaign, Ill.; effective 6-10-62 to 6-9-63 (variety store; 42 employees).

S. S. Kresge Co. (#480), 6300 South Halsted, Chicago, Ill.; effective 6-25-62 to 6-9-63 (variety store; 214 employees).

S. S. Kresge Co. (#295), 206 North Tremont Street, Kewanee, Ill.; effective 6-10-62 to 6-9-63 (variety store; 18 employees).

S. S. Kresge Co. (#1074), 109 North College Avenue, Bloomington, Ind.; effective 6-27-62 to 6-9-63 (variety store; 16 employees).

S. S. Kresge Co. (#618), 747 Broadway, Gary, Ind.; effective 6-27-62 to 6-9-63 (variety store; 91 employees).

S. S. Kresge Co. (#31), 2200 Elmwood Avenue, Lafayette, Ind.; effective 6-25-62 to 6-9-63 (variety store; 31 employees).

S. S. Kresge Co. (#167), 422 East Broadway, Logansport, Ind.; effective 6-25-62 to 6-9-63 (variety store; 34 employees).

S. S. Kresge Co. (#1111), 823 Main Street, Richmond, Ind.; effective 6-10-62 to 6-9-63 (variety store; 16 employees).

S. S. Kresge Co. (#117), 637 Wabash Avenue, Terre Haute, Ind.; effective 6-10-62 to 6-9-63 (variety store; 52 employees).

S. S. Kresge Co. (#266), 319 South Front Street, Mankato, Minn.; effective 6-10-62 to 6-9-63 (variety store; 32 employees).

S. S. Kresge Co. (#52), 51-53 West Third Street, Winona, Minn.; effective 6-25-62 to 6-9-63 (variety store; 25 employees).

S. S. Kresge Co. (#286), 801-03 North Eighth Street, Sheboygan, Wis.; effective 6-25-62 to 6-9-63 (variety store; 40 employees).

G. C. Murphy Co. (#251), 7075 Cermak Plaza, Berwyn, Ill.; effective 6-10-62 to 6-9-63 (variety store; 141 employees).

G. C. Murphy Co. (#439), 201-203 West Jefferson Street, Effingham, Ill.; effective 6-10-62 to 6-9-63 (variety store; 29 employees).

G. C. Murphy Co. (#112), 205-7 North Mill Street, Pontiac, Ill.; effective 6-10-62 to 6-9-63 (variety store; 36 employees).

G. C. Murphy Co. (#113), 207-11 East Main Street, Streator, Ill.; effective 6-10-62 to 6-9-63 (variety store; 44 employees).

G. C. Murphy Co. (#461), 411-415 Second Street, Aurora, Ind.; effective 6-10-62 to 6-9-63 (variety store; 19 employees).

G. C. Murphy Co. (#401), 119-121-123 West Market Street, Bluffton, Ind.; effective 6-10-62 to 6-9-63 (variety store; 24 employees).

G. C. Murphy Co. (#101), 14-16-18 East National Avenue, Brazil, Ind.; effective 6-10-62 to 6-9-63 (variety store; 27 employees).

G. C. Murphy Co. (#99), 241 South Main Street, Clinton, Ind.; effective 6-10-62 to 6-9-63 (variety store; 30 employees).

G. C. Murphy Co. (#423), 101 North Washington Street, Crawfordsville, Ind.; effective 6-10-62 to 6-9-63 (variety store; 28 employees).

G. C. Murphy Co. (#407), 161-165 North Second Street, Decatur, Ind.; effective 6-10-62 to 6-9-63 (variety store; 21 employees).

G. C. Murphy Co. (#404), 202-204 South Anderson Street, Elwood, Ind.; effective 6-10-62 to 6-9-63 (variety store; 18 employees).

G. C. Murphy Co. (#103), 823-31 Calhoun Street, Fort Wayne, Ind.; effective 6-10-62 to 6-9-63 (variety store; 228 employees).

G. C. Murphy Co. (#412), 50-58 East Jefferson Street, Franklin, Ind.; effective 6-10-62 to 6-9-63 (variety store; 35 employees).

G. C. Murphy Co. (#223), 129-31 North Broadway Avenue, Greensburg, Ind.; effective 6-10-62 to 6-9-63 (variety store; 38 employees).

G. C. Murphy Co. (#408), 101-103-105 North High Street, Hartford City, Ind.; effective 6-10-62 to 6-9-63 (variety store; 23 employees).

G. C. Murphy Co. (#425), 407-409 Fourth Street, Huntingburg, Ind.; effective 6-10-62 to 6-9-63 (variety store; 17 employees).

G. C. Murphy Co. (#123), 1043-47 Virginia Avenue, Indianapolis, Ind.; effective 6-10-62 to 6-9-63 (variety store; 136 employees).

G. C. Murphy Co. (#235), 3928 Meadows Drive, Indianapolis, Ind.; effective 6-10-62 to 6-9-63 (variety store; 68 employees).

G. C. Murphy Co. (#244), #22-Building E, Eastgate Shopping Center, Indianapolis, Ind.; effective 6-10-62 to 6-9-63 (variety store; 72 employees).

G. C. Murphy Co. (#260), 6101 North Keystone Avenue, Indianapolis, Ind.; effective 6-10-62 to 6-9-63 (variety store; 65 employees).

G. C. Murphy Co. (#445), 108-110 South Main Street, Kendallville, Ind.; effective 6-10-62 to 6-9-63 (variety store; 36 employees).

G. C. Murphy Co. (#203), 15-19 East Vincennes Street, Linton, Ind.; effective 6-10-62 to 6-9-63 (variety store; 29 employees).

G. C. Murphy Co. (#405), 105-7 North Meridian Street, Portland, Ind.; effective 6-10-62 to 6-9-63 (variety store; 31 employees).

G. C. Murphy Co. (#420), 125-129 North Hart Street, Princeton, Ind.; effective 6-10-62 to 6-9-63 (variety store; 18 employees).

G. C. Murphy Co. (#100), 108-10 Ohio Street, Rockville, Ind.; effective 6-10-62 to 6-9-63 (variety store; 24 employees).

G. C. Murphy Co. (#72), 112-16 West Second Street, Seymour, Ind.; effective 6-10-62 to 6-9-63 (variety store; 45 employees).

G. C. Murphy Co. (#105), 31 Public Square, Shelbyville, Ind.; effective 6-10-62 to 6-9-63 (variety store; 34 employees).

G. C. Murphy Co. (#270), 1566 University Avenue, St. Paul (4E), Minn.; effective 6-10-62 to 6-9-63 (variety store; 164 employees).

G. C. Murphy Co. (#275), 8237 West Silver Spring Drive, Milwaukee, Wis.; effective 6-10-62 to 6-9-63 (variety store; 48 employees).

Neisner Bros., Inc. (#38), 3908 Cottage Grove Avenue, Chicago, Ill.; effective 6-25-62 to 6-9-63 (variety store; 22 employees).

Neisner Bros., Inc. (#74), 1252 South Halsted Street, Chicago, Ill.; effective 6-25-62 to 6-9-63 (variety store; 71 employees).

Neisner Bros., Inc. (#65), 501 West North Avenue, Chicago, Ill.; effective 6-10-62 to 6-9-63 (variety store; 26 employees).

Neisner Bros., Inc. (#54), 4723 South Ashland Avenue, Chicago, Ill.; effective 6-10-62 to 6-9-63 (variety store; 33 employees).

Neisner Bros., Inc. (#35), 4255 Archer Avenue, Chicago, Ill.; effective 6-10-62 to 6-9-63 (variety store; 44 employees).

J. J. Newberry Co. (#794), 719 Center Avenue, Moorehead, Minn.; effective 6-10-62 to 6-9-63 (variety store; 19 employees).

Ward D. Prickett, Inc., 4001 Lincolnway East, Mishawaka, Ind.; effective 6-18-62 to 6-9-63 (food store; 84 employees).

Tri-City Shopping Ctr., Inc., 6312 South 27th Street, Oak Creek, Wis.; effective 6-25-62 to 6-9-63 (food store; 34 employees).

Weinbach Pharmacy, 1 North Weinbach, Evansville, Ind.; effective 6-27-62 to 6-9-63 (drug store; 48 employees).

Wilt's Prairie & Lusher, Inc. (Bob Wilson Super Mkt. & Locket Plant, Inc.), 111 East Lusher, Elkhart, Ind.; effective 6-20-62 to 6-9-63 (food store; 25 employees).

W. W. Wilt, Inc., 100 Easy Shopping Place, Elkhart, Ind.; effective 6-20-62 to 6-9-63 (food store; 151 employees).

Wilt's So. Side, Inc., 1221 South Main Street, Elkhart, Ind.; effective 6-20-62 to 6-9-63 (food store; 26 employees).

F. W. Woolworth Co. (#307), 1016 Meridian Street, Anderson, Ind.; effective 6-10-62 to 6-9-63 (variety store; 48 employees).

F. W. Woolworth Co. (#1218), 127 North College Avenue, Bloomington, Ind.; effective 6-25-62 to 6-9-63 (variety store; 34 employees).

F. W. Woolworth Co. (#465), 113 East Main Street, Crawfordsville, Ind.; effective 6-25-62 to 6-9-63 (variety store; 28 employees).

F. W. Woolworth Co. (#11), 11 East Washington Street, Indianapolis, Ind.; effective 6-10-62 to 6-9-63 (variety store; 80 employees).

F. W. Woolworth Co. (#2193), N.W. Shopping Center, Wheeling Avenue, Muncie, Ind.; effective 6-10-62 to 6-9-63 (variety store; 25 employees).

F. W. Woolworth Co., 316-324 South Walnut, Muncie, Ind.; effective 6-10-62 to 6-9-63 (variety store; 44 employees).

F. W. Woolworth Co. (#451), 117-127 East Market Street, New Albany, Ind.; effective 6-10-62 to 6-9-63 (variety store; 59 employees).

F. W. Woolworth Co. (#169), 701 Main Street, Richmond, Ind.; effective 6-10-62 to 6-9-63 (variety store; 21 employees).

F. W. Woolworth Co., 647 Wabash Avenue, Terre Haute, Ind.; effective 6-27-62 to 6-9-63 (variety store; 73 employees).

F. W. Woolworth Co. (#447), 12 West Market Street, Wabash, Ind.; effective 6-10-62 to 6-9-63 (variety store; 30 employees).

Region VII

Hinky Dinky Store (#50), 121 South Third Street, Norfolk, Nebr.; effective 6-20-62 to 6-9-63 (food store; 21 employees).

Kessler's Super Market, 621 Sixth Avenue SE., Aberdeen, S. Dak.; effective 6-22-62 to 6-21-63 (food store; 51 employees).

Lee Store (#766), Storm Lake, Iowa; effective 6-10-62 to 6-9-63 (variety store; 21 employees).

F. W. Woolworth Co. (#1083), 128-134 East Second Street, Casper, Wyo.; effective 6-28-62 to 6-27-63 (variety store; 39 employees).

F. W. Woolworth Co. (#693), 4814 South 24, Omaha, Nebr.; effective 6-10-62 to 6-9-63 (variety store; 22 employees).

F. W. Woolworth Co., 134 Westside Public Square, Springfield, Mo.; effective 6-19-62 to 6-18-63 (variety store; 40 employees).

Region VIII

McCrory-McLellan-Green, 501 South Main Street, Houston, Tex.; effective 7-1-62 to 6-30-63 (variety store; 61 employees).

Morgan & Lindsey, Inc., 7441 Saint Claude, Arabi, La.; effective 6-27-62 to 6-26-63 (variety store; 20 employees).

Morgan & Lindsey, Inc., 3382 Government Street, Baton Rouge, La.; effective 6-27-62 to 6-26-63 (variety store; 19 employees).

Morgan & Lindsey, Inc., 845 Gaylann Drive, Beaumont, Tex.; effective 6-27-62 to 6-26-63 (variety store; 12 employees).

Morgan & Lindsey, Inc., 699 Orleans, Beaumont, Tex.; effective 6-27-62 to 6-26-63 (variety store; 16 employees).

Morgan & Lindsey, Inc., 3380 Avenue A, Beaumont, Tex.; effective 6-27-62 to 6-26-63 (variety store; 11 employees).

Morgan & Lindsey, Inc., 514 Jefferson Street, Lafayette, La.; effective 6-27-62 to 6-26-63 (variety store; 17 employees).

Morgan & Lindsey, Inc., 239 DeSiard, Monroe, La.; effective 6-27-62 to 6-26-63 (variety store; 19 employees).

Morgan & Lindsey, Inc., 906 Seventh Street, Morgan City, La.; effective 6-27-62 to 6-26-63 (variety store; 15 employees).

Morgan & Lindsey, Inc., 3606 South Carrollton, New Orleans, La.; effective 6-27-62 to 6-26-63 (variety store; 20 employees).

Morgan & Lindsey, Inc., 4718 Paris Avenue, New Orleans, La.; effective 6-27-62 to 6-26-63 (variety store; 17 employees).

Morgan & Lindsey, Inc., 109-111 North Trenton, Ruston, La.; effective 6-27-62 to 6-26-63 (variety store; 18 employees).

Morgan & Lindsey, Inc., West Point Village, Sulphur, La.; effective 7-1-62 to 6-30-63 (variety store; 18 employees).

Morgan & Lindsey, Inc., 215 Trenton, West Monroe, La.; effective 6-27-62 to 6-26-63 (variety store; 17 employees).
 Morgan & Lindsey, Inc., 1324 Fourth Street, Westwego, La.; effective 6-27-62 to 6-26-63 (variety store; 12 employees).
 Hawthorn Variety, Inc., d/b/a T.G. & Y. Stores Co. (#57), 328 East Side Boulevard, Muskogee, Okla.; effective 6-28-62 to 6-27-63 (variety store; 33 employees).
 F. W. Woolworth Co., 323 North Chaparral, Corpus Christi, Tex.; effective 6-21-62 to 6-20-63 (variety store; 63 employees).
 F. W. Woolworth Co., 211-13 East Thomas Street, Hammond, La.; effective 6-28-62 to 6-27-63 (variety store; 26 employees).
 F. W. Woolworth Co., 524 Jefferson, Lafayette, La.; effective 6-25-62 to 6-24-63 (variety store; 22 employees).
 F. W. Woolworth Co., (#27) Richardson Heights Village, Richardson, Tex.; effective 6-28-62 to 6-27-63 (variety store; 22 employees).
 F. W. Woolworth Co., 60-62 East San Francisco, Santa Fe, N. Mex.; effective 6-26-62 to 6-25-63 (variety store; 16 employees).

Region IX

S. S. Kresge Co., 5214 West Indian School Road, Phoenix, Ariz.; effective 6-28-62 to 6-27-63 (variety store; 32 employees).
 J. J. Newberry Co., 800 Main Street, Lewiston, Idaho; effective 6-10-62 to 6-9-63 (variety store; 28 employees).
 F. W. Woolworth Co., 813 Main Street, Miles City, Mont.; effective 6-28-62 to 6-27-63 (variety store; 19 employees).

Region X

Casey's, Inc., Duke of Gloucester Street, Williamsburg, Va.; effective 6-27-62 to 6-26-63 (department store; 64 employees).
 W. T. Grant (#356), 324 West Main Street, Clarksburg, W. Va.; effective 6-21-62 to 6-20-63 (variety store; 35 employees).
 Rose's 5-10-25¢ Store (#109), Mid City Shopping Center, Portsmouth, Va.; effective 6-26-62 to 6-25-63 (variety store; 44 employees).

NORTH CAROLINA

McCrory-McLellan-Green, 116-118 John Lucas Avenue, Fort Bragg, N.C.; effective 6-29-62 to 6-28-63 (variety store; 19 employees).
 McCrory-McLellan-Green, 258 North Front Street, Wilmington, N.C.; effective 6-27-62 to 6-26-63 (variety store; 45 employees).
 Rose's 5-10-25¢ Store (#122), 134 West Avenue, Kannapolis, N.C.; effective 6-26-62 to 6-25-63 (variety store; 24 employees).

Each certificate has been issued upon the representations of the employer which, among other things, were that employment of full-time students at special minimum rates is necessary to prevent curtailment of opportunities for employment, and the hiring of full-time students at special minimum rates will not tend to displace full-time employees. The certificates may be annulled or withdrawn, as indicated therein, in the manner provided in Part 528 of Title 29 of the Code of Federal Regulations. Any person aggrieved by the issuance of any of these certificates may seek a review or reconsideration thereof within fifteen days after publication of this notice in the FEDERAL REGISTER pursuant to the provisions of 29 CFR 519.9.

Signed at Washington, D.C., this 20th day of July 1962.

ROBERT G. GRONEWALD,
 Authorized Representative
 of the Administrator.

[F.R. Doc. 62-7313; Filed, July 25, 1962; 8:49 a.m.]

DEPARTMENT OF COMMERCE

Office of the Secretary

UNDER SECRETARY OF COMMERCE AND ASSISTANT SECRETARY OF COMMERCE FOR ADMINISTRATION

Delegation of Authority Regarding the Migratory Bird Conservation Commission

Pursuant to authority vested in me by law, particularly Reorganization Plan No. 5 of 1950, the Under Secretary of Commerce and the Assistant Secretary of Commerce for Administration are hereby each separately authorized to perform any of my functions as a member of the Migratory Bird Conservation Commission established pursuant to the Migratory Bird Conservation Act (16 U.S.C. 715 et seq.). This authority shall include the taking of all actions which I might take as a member of said Commission as well as the attendance at meetings thereof as a member.

Effective date: July 19, 1962.

LUTHER H. HODGES,
 Secretary of Commerce.

[F.R. Doc. 62-7331; Filed, July 25, 1962; 8:51 a.m.]

CIVIL AERONAUTICS BOARD

[Docket No. 13767 et al.; Order No. E-18620]

AMERICAN AIRLINES, INC., AND TRANS WORLD AIRLINES, INC.

Order of Investigation; Order Dismissing Complaints

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 20th day of July 1962.

In the matter of domestic group fares proposed by American Airlines, Inc., and Trans World Airlines, Inc.; Dockets 13767, 13770, 13773, 13774.

By tariff filed June 27, 1962, for effect July 27, 1962, Trans World Airlines, Inc. (TWA) proposes round-trip group fares for travel on TWA jet and propeller coach flights at a 20 percent reduction from the corresponding normal coach fares for the same type of service.¹ The group fares apply only to groups of 25 or more passengers traveling together for the entire round trip. An exemption is made to the round-trip requirement in the case of military groups of 25 or more members of the armed forces when transportation is paid for by the United States Government. American has filed a competitive tariff² proposing similar fares effective August 2, 1962.

The principal conditions applicable to the proposed fares are as follows:

(1) All members of a group must belong (and have belonged for 6 months prior to the commencement of travel) to the same association, company or other legal entity, or be a close relative

of such a member traveling with the member.

(2) The group cannot be gathered directly or indirectly by anyone engaged in soliciting or selling transportation services.

(3) A written application listing the itinerary of the group and the names of all the passengers must be submitted at least 30 days prior to commencement of travel.

(4) All reservations must be confirmed for the entire trip and tickets purchased at least 30 days prior to departure.

(5) No discounts will apply to these group travel fares except children's discounts under 12 years of age. Children paying half fare will be considered as one-half passenger for the purpose of determining the number of passengers in the group.

(6) Voluntary cancellation of a group or any member of a group must be made at least 30 days prior to departure to obtain a refund. If an entire group cancels less than 30 days prior to departure, no refund will be made.

In support of its proposal TWA states that the domestic group fares will promote additional passenger traffic in regular scheduled service; that the group fares will fill the need for a domestic counterpart of the transatlantic group fares approved by the Board; and that they will also encourage and stimulate the movement of military personnel on regular scheduled services. The carrier alleges that group travel in domestic air transportation has in the past tended to move on charter flights rather than on regular scheduled services; that a substantial portion of its own charter traffic would be converted to traffic on regularly scheduled flights at the proposed TWA group fares; and that the proposed service is more efficient and economical than the operation of charter flights.

Complaints were filed by American Airlines, Inc. (American), National Airlines, Inc. (National), Northwest Airlines, Inc. (Northwest), and United Air Lines, Inc. (United). The complainants assert that TWA's proposed discount for military personnel is contrary to the ATC-Joint Military Air Transportation Agreement approved by the Board; that unilateral action by one carrier should not be permitted; and that new military traffic will not be generated. The complaints further point out that the proposed domestic group fares are not sufficiently limited from regular fares; that there are many groups of 25 or more in the domestic market now traveling by air at regular fares; and that the proposed group fares would only be diversionary and dilute revenues of all carriers.

Upon consideration of the matters of record, the Board finds that the complaints do not set out facts sufficient to warrant investigation of the proposed fares, and that the complainants' requests therefor, and consequently their requests for suspension, should be denied. According to TWA, the transatlantic group fares have stimulated traffic growth in that area and can do the same in domestic operations. The proposed tariffs contain limitations designed to prevent diversion from regular fares.

¹ Trans World Airlines, Inc., Local Group Passenger Tariff, C.A.B. No. 85.

² American Airlines, Inc., Local Group Passenger Tariff, C.A.B. No. 154.

The fares, furthermore, do not appear unreasonably low, are at a level within the range of other promotional fares, and the discount is also within the range of other group fares. TWA's proposal, except for the limitation of the refund rule, is found consistent with the Board's policy of allowing experimentation with low fare type of service designed to encourage and promote greater use of air transportation.

The refund rule requiring that no refunds will be made when cancellations are made less than 30 days prior to scheduled departure imposes severe penalties upon the traveling public. Unlike transatlantic travel, domestic travel does not require advance preparations of many months, and travel plans of the general public are likely to change within shorter time. The Board has received many complaints from passengers who have suffered considerable hardships from the application of a similar rule for international group fares. Consequently, we find that the refund rules of TWA and American in domestic service may be contrary to the public interest and unlawful, and such rules will be investigated and suspended.

Accordingly, pursuant to the provisions of the Federal Aviation Act of 1958, as amended, particularly sections 102, 204(a), 403, 404, and 1002 thereof:

It is ordered, That:

1. The complaints of American Airlines, Inc., in Docket 13770, National Airlines, Inc., in Docket 13773, Northwest Airlines, Inc., in Docket 13774, and United Air Lines, Inc., in Docket 13767, are dismissed.

2. An investigation be instituted to determine whether the provisions of Rules Nos. 13(A) (2) (b) and 13(A) (3) on Original Page 6 of Trans World Airlines, Inc.'s Local Group Passenger Tariff, C.A.B. No. 85, and Rules Nos. 13(A) (2) (b) and 13(A) (3) on Original Page 6 of American Airlines, Inc.'s Local Group Passenger Tariff No. 1, C.A.B. No. 154, are, or will be, unjust or unreasonable, unjustly discriminatory, unduly preferential, unduly prejudicial, or otherwise unlawful, and, if found to be unlawful, to determine and prescribe the lawful provisions.

3. Pending investigation, hearing and decision by the Board, the provisions of Rules Nos. 13(A) (2) (b) and 13(A) (3) on Original Page 6 of Trans World Airlines, Inc.'s Local Group Passenger Tariff, C.A.B. No. 85, and Rules Nos. 13(A) (2) (b) and 13(A) (3) on Original Page 6 of American Airlines, Inc.'s Local Group Passenger Tariff No. 1, C.A.B. No. 154, are suspended and their use deferred to and including October 24, 1962, unless otherwise ordered by the Board, and that no changes be made therein during the period of suspension except by order or special permission of the Board.

4. This investigation will be set for hearing before an Examiner of the Board at a time and place hereafter to be designated.

5. A copy of this order shall be filed with the aforesaid tariffs and shall be served upon American Airlines, Inc. and Trans World Airlines, Inc. which are hereby made parties to this proceeding.

This order will be published in the **FEDERAL REGISTER**.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 62-7336; Filed, July 25, 1962;
8:53 a.m.]

FEDERAL AVIATION AGENCY

[OE Docket No. 62-CE-7]

PROPOSED TELEVISION ANTENNA STRUCTURE

Determination of No Hazard to Air Navigation

The Federal Aviation Agency has circularized the following proposal to interested persons for aeronautical comment and has conducted a study to determine its effect upon the safe and efficient utilization of airspace:

The Peninsular Broadcasting Company, Inc., Grand Rapids, Michigan, proposes to construct a television antenna structure near Bailey, Michigan, at latitude 43°18'34" N., longitude 85°54'44" W. The overall height of the proposed structure would be 1783 feet above mean sea level (1,001 feet above ground).

The proposal is one of six that have been filed in conjunction with the allocation of television channel No. 13 for the Grand Rapids area by the Federal Communications Commission.

The proposed structure would be located approximately 11.7 miles north/northeast of the Muskegon, Michigan, VORTAC and within the boundary of VOR Federal airway No. 215.

Objections were made in response to the circularization by the Air Line Pilots Association, Michigan Department of Aeronautics and the National Association of State Aviation Officials on the basis that the proposed structure would require an increase from 2,100 feet to 2,800 feet in the minimum en route altitude on the segment of Victor 215 between the Muskegon VORTAC and the White Cloud, Michigan, VOR.

The Agency study disclosed that the proposed structure would not exceed the airport imaginary surfaces defined in § 626.13 of the Regulations of the Administrator, for any airport and would have no adverse effect upon aeronautical operations at any airport.

The proposed structure would require an increase from 2,100 feet to 2,800 feet in the MEA on the segment of Victor 215 between the Muskegon VORTAC and the White Cloud VOR. However, the established normal practice in Air Traffic Control assignment of en route instrument flight altitudes for air traffic is to use cardinal altitudes. The minimum cardinal altitude for this segment of airway is 3,000 feet which would remain undisturbed. Therefore, this increase in MEA would have no substantial adverse effect upon IFR aeronautical operations via this airway segment.

No other aeronautical operations, procedures or minimum flight altitudes would be affected.

Therefore pursuant to the authority delegated to me by the Administrator (14 CFR 626.33), it is concluded that the proposed structure, at the location and mean sea level elevation specified herein, would have no substantial adverse effect upon aeronautical operations, procedures or minimum flight altitudes; and it is hereby determined that this structure would not be a hazard to air navigation, provided that the structure be obstruction marked and lighted in accordance with applicable Federal Communications Commission rules.

This determination is effective as of the date of issuance and will become final 30 days thereafter unless an appeal is filed under § 626.34 (14 CFR 626.34). If the appeal is denied, the determination will then become final as of the date of the denial or 30 days after the issuance of the determination whichever is later. Unless otherwise revised or terminated a final determination hereunder will expire 18 months after its effective date or upon earlier abandonment of the construction proposal (14 CFR 626.35).

Issued in Washington, D.C., on July 18, 1962.

OSCAR W. HOLMES,
Chief,

Obstruction Evaluation Branch.

[F.R. Doc. 62-7295; Filed, July 25, 1962;
8:45 a.m.]

[OE Docket No. 62-CE-15]

PROPOSED TELEVISION ANTENNA STRUCTURE

Determination of No Hazard to Air Navigation

The Federal Aviation Agency has circularized the following proposal to interested persons for aeronautical comment and has conducted a study to determine its effect upon the safe and efficient utilization of airspace:

Central Minnesota Television Company, Alexandria, Minnesota, proposes to construct a television antenna structure near Hackensack, Minnesota, at latitude 46°56'03" N., longitude 94°27'25" W. The overall height of the structure would be 2,386 feet above mean sea level (999 feet above ground).

Objections were made in response to the circularization by the Air Transport Association of America, Air Line Pilots Association, State of Minnesota Department of Aeronautics, and National Association of State Aviation Officials based on the conclusions of the objectors that the proposed structure would increase the minimum en route altitude on the North Central Airlines' off-airway route between the Brainerd, Minnesota, privately owned radio beacon and Bemidji, Minnesota, privately owned radio beacon from 2,900 feet to 3,400 feet. The Minnesota Department of Aeronautics also voiced objection on the basis that the proposed structure would increase the MEA on a proposed Federal airway between the proposed Brainerd and Bemidji FAA VOR facilities.

Objections were received from the Minnesota Flying Farmers, Minnesota

Airport Operators Association, Inc., National Pilots Association, NASAO, Minnesota Department of Aeronautics, and through the Minnesota Department of Aeronautics from Mesaba Aviation, Crow Wing Aviation and Phelps Aero. These objections were based on the conclusions of these objectors that the proposed structure would be hazardous to visual flight rules traffic in that it would be located too near the highway and railroad tracks that pass through Hackensack, Minnesota, and which serve as navigation aids to VFR aircraft transiting the area particularly when operating in a low visibility weather condition.

At the FAA Kansas City Informal Airspace Meeting, the ATA stated that their primary concern was for the preservation of the North Central Airlines minimum en route altitude.

Prior to submitting notice to this Agency for the proposed construction, the sponsor contacted the Minnesota Department of Aeronautics concerning a possible site approximately 0.9 mile northeast of Hackensack. The State objected to that location for the reason that the site was within two miles of the "VFR route" between Brainerd and Bemidji shown on aeronautical charts as a highway and railroad. The sponsor therefore selected the site contained in this proposal which is approximately 3.2 miles east of the highway and railroad tracks.

The proposed structure would not exceed the airport imaginary surfaces for any airport and would have no substantial adverse effect upon aeronautical operations at any airport.

The proposed structure would be located within five miles of the North Central Airlines' off-airway direct route between the company's Brainerd and Bemidji radio beacons. It would require an increase in MEA on this route from 2,900 feet to 3,400 feet. North Central Airlines schedules four flights daily except from June through September when six flights daily are scheduled over this route.

The FAA plans to establish a Federal airway in this area upon the installation of FAA operated VOR facilities at Brainerd and Bemidji. These facilities are scheduled for installation early in 1963. With the establishment of the planned airway, the need for the approved off-airway route will be eliminated. Upon the application of Amendment 60-21 to Part 60 of the Civil Air Regulations, the MEA for this planned airway segment will be at least 3,200 feet. This MEA would be increased by 200 feet in the event the proposed structure were built. Such an increase in MEA would have no substantial adverse effect upon aeronautical operations on this route.

Though not depicted on the chart as a VFR flyway, the highway and railroad between Brainerd and Bemidji would provide a good flight path for VFR aircraft, particularly if marginal weather conditions are encountered and visibility becomes restricted. If operating under marginal weather conditions VFR pilots should remain as close as possible to preplanned visual routes such as the highway and railroad, which in this in-

stance would provide approximately three miles clearance from the proposed structure. If weather conditions are such that a pilot could follow the highway and railroad from a distance of three miles then visibility would be such that with proper lookout the tower could be seen and avoided.

It is computed from Federal Aviation Agency records of VFR general aviation air traffic patterns for Fiscal Year 1961, that there were approximately 80 aircraft which filed VFR flight plans on routes that would pass within a 10-mile radius of the proposed structure at an altitude of 3,000 feet or below. This averages approximately one flight every five days. There were no recorded flights between Brainerd and Bemidji. In the light of this record indication of low volume of VFR traffic in the area it was concluded that the proposed structure would have no substantial adverse effect upon VFR flight operations.

No other aeronautical operations, procedures or minimum flight altitudes would be affected.

Therefore, pursuant to the authority delegated to me by the Administrator (14 CFR 626.33), it is concluded that the proposed structure, at the location and mean sea level elevation specified herein, would have no substantial adverse effect upon aeronautical operations, procedures or minimum flight altitudes; and it is hereby determined that this structure would not be a hazard to air navigation, provided that the structure be obstruction marked and lighted in accordance with applicable Federal Communications Commission rules.

This determination is effective as of the date of issuance and will become final 30 days thereafter unless an appeal is filed under § 626.34 (14 CFR 626.34). If the appeal is denied, the determination will then become final as of the date of the denial or 30 days after the issuance of the determination whichever is later. Unless otherwise revised or terminated a final determination hereunder will expire 18 months after its effective date or upon earlier abandonment of the construction proposal (14 CFR 626.35).

Issued in Washington, D.C., on July 17, 1962.

OSCAR W. HOLMES,
Chief,

Obstruction Evaluation Branch.

[F.R. Doc. 62-7296; Filed, July 25, 1962; 8:46 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[Docket No. 14716; FCC 62-785]

**GASTONIA BROADCASTING
SERVICE, INC. (WLTC)**

**Order Designating Application for
Hearing on Stated Issues**

In re application of Gastonia Broadcasting Service, Inc. (WLTC), Gastonia, North Carolina, has: 1370kc, 1kw, Day,

Class III, requests: 1370kc, 5kw, Day, Class III, Docket No. 14716, File No. BP-14654; for construction permit.

At a session of the Federal Communications Commission held at its offices in Washington, D.C., on the 18th day of July 1962;

The Commission having under consideration the above-captioned and described application;

It appearing that, except as indicated by the issues specified below, the instant applicant is legally, technically, financially, and otherwise qualified to construct and operate the instant proposal; and

It further appearing that Storer Broadcasting Company, licensee of Station WSPD, Toledo, Ohio, filed a petition and supplement thereto, under § 1.359 of the Commission's rules requesting that any grant of the subject application be conditioned to prohibit presunrise operations by Station WLTC; and it is the opinion of the Commission that any grant of the subject application should be conditioned to prohibit presunrise operations under § 3.87 of the Commission's rules; and

It further appearing that the proposal of Gastonia Broadcasting Service, Inc., will cause interference to Stations WLCM and WHEE;

It further appearing that, in view of the foregoing, the Commission is unable to make the statutory finding that a grant of the subject application would serve the public interest, convenience, and necessity, and is of the opinion that the application must be designated for hearing on the issues set forth below:

It is ordered, That, pursuant to section 309(e) of the Communications Act of 1934, as amended, the instant application is designated for hearing, at a time and place to be specified in a subsequent order, upon the following issues:

1. To determine the areas and populations which may be expected to gain or lose primary service from the proposed operation of Station WLTC and the availability of other primary service to such areas and populations.

2. To determine whether the instant proposal of Gastonia Broadcasting Service, Inc. would cause objectionable interference to Stations WLCM and WHEE, Lancaster, South Carolina, and Martinsville, Virginia, respectively, or any existing standard broadcast stations, and, if so, the nature and extent thereof, the areas and populations affected thereby, and the availability of other primary service to such areas and populations.

3. To determine, in the light of the evidence adduced pursuant to the foregoing issues, whether a grant of the instant application would serve the public interest, convenience and necessity.

It is further ordered, That, Royal Broadcasting Company and Patrick Henry Broadcasting Corporation, licensees of Stations WLCM and WHEE, respectively, are made parties to the proceeding.

It is further ordered, That the petition filed by Storer Broadcasting Company, licensee of Station WSPD is granted.

It is further ordered, That, in the event of a grant of the application of

Gastonia Broadcasting Service, Inc., the construction permit shall contain the following conditions:

To the extent that it permits operation with daytime facilities prior to local sunrise, § 3.87 of the Commission's rules is not applicable to this authorization, and such operation is prohibited.

Permittee shall accept any interference that may result in the event of a subsequent grant of BP-15269, Cleveland County Broadcasting Company, Shelby, North Carolina (Station WADA).

Permittee shall submit with the application for license antenna resistance measurements made in accordance with § 3.54 of the Commission's rules.

It is further ordered, That, to avail themselves of the opportunity to be heard, the applicant and parties respondent herein, pursuant to § 1.140 of the Commission's rules, in person or by attorney, shall, within 20 days of the mailing of this order, file with the Commission in triplicate, a written appearance stating an intention to appear on the date fixed for the hearing and present evidence on the issue specified in this order.

It is further ordered, That the applicant herein shall, pursuant to section 311(a)(2) of the Communications Act of 1934, as amended, and § 1.362(b) of the Commission's rules, give notice of the hearing, within the time and in the manner prescribed in such rule, and shall advise the Commission of the publication of such notice as required by § 1.362(g) of the rules.

Released: July 23, 1962.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] BEN F. WAPLE,
Acting Secretary.

[F.R. Doc. 62-7338; Filed, July 25, 1962;
8:53 a.m.]

[Docket Nos. 14721, 14722; FCC 62-789]

**GENERAL COMMUNICATIONS, INC.
(KXKW) AND SOUTH MISSISSIPPI
BROADCASTING CO.**

**Order Designating Applications for
Consolidated Hearing on Stated
Issues**

In re applications of General Communications, Incorporated (KXKW), Lafayette, Louisiana, has: 1520 kc, 500 w, DA-1, U, requests: 1520 kc, 500 w, 10-kw-LS, DA-2, (DA-Day during C.H. only), U, Docket No. 14721, File No. BMP-9060; Holton D. Turnbough and George J. Sliman, d/b as South Mississippi Broadcasting Company, Mississippi City, Mississippi, requests: 1520 kc, 5 kw, 1 kw (C.H.), DA-Day, Docket No. 14722, File No. BP-14865; for construction permits.

At a session of the Federal Communications Commission held at its offices in Washington, D.C., on the 18th day of July 1962;

The Commission having under consideration the above-captioned and described applications;

It appearing that, except as indicated by the issues specified below each of the

instant applicants is legally, technically, financially, and otherwise qualified to construct and operate the instant proposals;

It appearing that, except as indicated by the issues specified below each of the instant applicants is legally, technically, financially, and otherwise qualified to construct and operate the instant proposals;

It further appearing that the following matters are to be considered in connection with the aforementioned issues specified below:

1. The instant proposals involve mutual interference.

2. The South Mississippi Broadcasting Company proposal will cause interference to Station WJBI, Indian Rocks Beach, Florida.

3. The South Mississippi Broadcasting Company proposal appears to be in contravention of § 3.28(d)(3) of the Commission's rules.

4. Holton D. Turnbough, a 50 percent partner in BP-14865 is an officer and director of Station WHHT (Lucedale, Mississippi), Station WPMP (Pascagoula-Moss Point, Mississippi) and Station WRJW Picayune, Mississippi. In connection with his father-in-law, Hugh O. Jones, the Turnbough-Jones family group has controlling interest in 3 existing standard broadcast stations. A grant of the subject application would give the Turnbough-Jones group control of 4 standard broadcast stations within a relatively small area in Mississippi. Also the primary service areas of applicant would involve substantial overlap of the primary service areas of the 3 existing stations listed herein. Therefore questions exist with respect to compliance with § 3.35 (a) and (b) of the rules. In considering South Mississippi Broadcasting Co., proposal and § 3.35 of the Commission's rules, it appears appropriate to consider the size, extent and location of the areas served and to be served; the extent of the overlap involved; the number of persons residing within the overlap area; the classes of stations involved; the extent of other competitive service to the areas in question; the extent to which the stations will rely on the same revenue and program sources; the nature of the programming that the stations will present with particular reference to the needs of the communities they are designed to serve; the advertising practices of the stations; the source of program material and talent for each station; the relationship of the various members of the Turnbough and Jones families with respect to their broadcast and other business interests; and such other factors as will tend to demonstrate that the overlap and/or concentration of control involved will or will not be in contravention of § 3.35 of the Commission's rules.

5. Due to extensive salt water marshes between transmitter sites, a question obtains as to whether the proposed 25 mv/m contour of South Mississippi Broadcasting Company would overlap the 25 mv/m contour of WLOX, Biloxi, Mississippi in contravention of § 3.37 of the Commission rules, and that field intensity measurements made from the

sites of both operations would be necessary to establish that no such overlap would occur.

It further appearing that in view of the outstanding proposed rule making procedure in Docket No. 14419 with respect to pre-sunrise operation with daytime facilities, any grant of the proposals in this proceeding prior to a final decision in Docket No. 14419, should be appropriately conditioned.

It further appearing that, in view of the foregoing, the Commission is unable to make the statutory finding that a grant of the subject applications would serve the public interest, convenience, and necessity, and is of the opinion that the applications must be designated for hearing in a consolidated proceeding on the issues set forth below:

It is ordered, That, pursuant to section 309(e) of the Communications Act of 1934, as amended, the instant applications are designated for hearing in a consolidated proceeding, at a time and place to be specified in a subsequent order, upon the following issues:

1. To determine the areas and populations which would receive primary service from the proposal of South Mississippi Broadcasting Company and the availability of other primary service to such areas and populations.

2. To determine the areas and populations which may be expected to gain or lose primary service from the proposed operation of Station KXKW and the availability of other primary service to such areas and populations.

3. To determine the nature and extent of the interference, if any, that each of the instant proposals would cause to and receive from each other and the interference that each of the instant proposals would receive from all other existing standard broadcast stations, the areas and populations affected thereby, and the availability of other primary service to the areas and populations affected by interference from any of the instant proposals.

4. To determine whether the instant proposal of South Mississippi Broadcasting Company would cause objectionable interference to Station WJBI, Indian Rocks Beach, Florida or any other existing standard broadcast stations, and, if so, the nature and extent thereof, the areas and populations affected thereby, and the availability of other primary service to such areas and populations.

5. To determine whether interference received from all other existing and proposed operations would effect more than ten percent of the population within the normally protected primary service area of the instant proposal of South Mississippi Broadcasting Company, in contravention of § 3.28(d)(3) of the Commission rules, and, if so, whether circumstances exist which would warrant a waiver of said Section.

6. To determine whether a grant of the South Mississippi Broadcasting Company proposal would be in contravention of the provisions of § 3.35(a) of the Commission rules with respect to multiple ownership of standard broadcast stations.

7. To determine whether a grant of the South Mississippi Broadcasting Company proposal would be in contravention of § 3.35(b) of the Commission rules with respect to concentration of control.

8. To determine whether the 25 mv/m contour of the instant proposal of South Mississippi Broadcasting Company and the 25 mv/m of Station WLOX would overlap in contravention of § 3.37 of the Commission rules, and, if so, whether circumstances exist which would warrant a waiver of said Section.

9. To determine, in the light of section 307(b) of the Communications Act of 1934, as amended, which of the instant proposals would better provide a fair, efficient and equitable distribution of radio service.

10. To determine, in the light of the evidence adduced pursuant to the foregoing issues which, if either, of the instant applications should be granted.

It is further ordered, That WLOX Broadcasting Co., and The World Christian Radio Foundation, Inc., licensees of Station WLOX, Biloxi, Mississippi and Station WJBI, Indian Rocks Beach, Florida are made parties to the proceeding.

It is further ordered, That, any grant of the proposals in this proceeding, prior to final decision in Docket No. 14419, will be conditioned as follows: Pending a final decision in Docket No. 14419 with respect to presunrise operation with daytime facilities, the present provisions of § 3.87 of the Commission Rules are not extended to this authorization, and such operation is precluded.

It is further ordered, That in the event of a grant of the application of General Communications, Incorporated, the construction permit shall contain the condition that the permittee shall accept any interference that may result in the event of subsequent grants of the Higson-Frank Radio Enterprises proposal, File No. BP-13809, Houston, Texas, the KWEN Broadcasting Company proposal, File No. BP-13627, Port Arthur, Texas, and the Avoyelles Broadcasting Corporation proposal, File No. BP-14122, New Roads, Louisiana.

It is further ordered, That in the event of a grant of the application of General Communications, Incorporated, permittee shall submit data required by §§ 3.48 and 2.524 of the Commission rules for type acceptance of the proposed transmitter with 500 watts.

It is further ordered, That, to avail themselves of the opportunity to be heard, the applicants and parties respondent herein, pursuant to § 1.140 of the Commission rules, in person or by attorney, shall, within 20 days of the mailing of this order, file with the Commission in triplicate, a written appearance stating an intention to appear on the date fixed for the hearing and present evidence on the issues specified in this order.

It is further ordered, That the applicants herein shall, pursuant to section 311(a)(2) of the Communications Act of 1934, as amended and § 1.362(b) of the Commission rules, give notice of the hearing either individually or, if feasible, jointly, within the time and in the manner prescribed in such rule, and

shall advise the Commission of the publication of such notice as required by § 1.362(g) of the rules.

It is further ordered, That, the issues in the above-captioned proceeding may be enlarged by the Examiner, on his own motion or on petition properly filed by a party to the proceeding, and upon sufficient allegations of fact in support thereof, by the addition of the following issue: To determine whether the funds available to the applicant will give reasonable assurance that the proposals set forth in the application will be effectuated.

Released: July 23, 1962.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Acting Secretary.

[F.R. Doc. 62-7339; Filed, July 25, 1962;
8:53 a.m.]

[Docket No. 14723; FCC 62-793]

KATV, INC. (KATV)

Memorandum Opinion and Order Designating Application for Hear- ing on Stated Issues

In re application of KATV, Inc. (KATV), Little Rock, Arkansas, Docket No. 14723, File No. BMPCT-5677; for modification of construction permit to change transmitter location and increase antenna height.

1. The Commission has before it for consideration with respect to the above-captioned application, (a) "Petition to Deny Application" filed on December 12, 1961, by the City of Pine Bluff, Arkansas, and the Pine Bluff Chamber of Commerce (sometimes hereinafter Petitioners); (b) "Opposition to Petition to Deny" filed January 8, 1962, by KATV, Inc. (KATV); (c) "Reply to KATV, Inc." filed on February 6, 1962 by Petitioners; (d) "Petition to Intervene and to Deny" filed February 21, 1962 by the Star City Chamber of Commerce, Star City, Arkansas.¹

2. KATV operates on Channel 7 with an effective radiated power of 170 kw and an antenna height of 990 feet above average terrain from which site KATV places principal city signal over Pine Bluff and Little Rock. Pursuant to a construction permit granted May 1, 1961 (BPCT-2858), KATV is authorized to operate with an effective radiated power of 316 kw; however KATV has never constructed pursuant to this permit. On November 13, 1961, KATV filed the application under consideration which requests authority to change the transmitter location from a point approximately 14 miles north of Pine Bluff to a point approximately 45 miles northwest of Pine Bluff and 10 miles west of Little Rock, to increase the antenna height above average terrain to 1,764 feet and to operate with an effective radiated power of 316 kw. Subsequently, on

¹ This petition was not timely filed under the provisions of § 1.359(i) of the Commission's rules. However, under § 1.105 of the rules Star City Chamber of Commerce may appear at the hearing and give testimony.

May 2, 1962, KATV amended its application to specify a new transmitter site, located approximately 50 miles northwest of Pine Bluff and 12 miles west of Little Rock and antenna height above average terrain of 1,862 feet. Neither of the Petitioners has filed any pleading with respect to this subsequent amendment.²

3. Each of the Petitioners claims to be a proper party to the proceeding; the City of Pine Bluff by virtue of the fact that Channel 7 was originally a Pine Bluff assignment and because of the effect that a grant of the application would have on service to the citizens of Pine Bluff; the Pine Bluff Chamber of Commerce because of its prior participation in proceedings assigning Channel 7 to Pine Bluff, its participation in the proceeding whereby Channel 7 was removed from Pine Bluff to Little Rock and by virtue of an agreement with applicant relative to the operation of its station.

4. The Petitioners contend that (a) the application for change of transmitter site is not in the public interest, (b) that the applicant's sole reason for seeking the transmitter move is economic gain which does not justify depriving people of service when in fact there can be no claim of economic need, and (c) that applicant's proposal is a breach of confidence and contract. In support of their contentions, Petitioners allege that the proposal, if granted, would result in the creation of "white" and "gray" areas containing populations of 9,000 and 25,000 persons, respectively; that in addition, there will be a reduction of signal intensity to the city of Pine Bluff which has a population of 44,000 persons; and that the areas which will gain service are presently receiving two, and in some cases three services. Petitioners further allege on information and belief that Station KTVE, Channel 10, El Dorado, Arkansas has filed or may file an application to move its transmitter from El Dorado to Monroe, Louisiana, and if granted such action will increase the "white" and "gray" areas, and that if such an application is filed the two matters should be considered together.³

5. Petitioners further allege that letters from James C. Leake, and John C. Griffin, officers and substantial stockholders of the applicant, dated November 29 and November 30, 1961, to the Chamber of Commerce clearly reveal that business considerations dictated the filing of the application in question; that

² It should be noted in this connection that the population figures used in this opinion were supplied by Petitioners and not controverted by KATV. No new figures have been supplied but the amendment should have no substantial effect thereon.

³ A "white" area is an area which is not within the predicted Grade B field intensity contour of any television station.

⁴ A "gray" area is an area which is within the predicted Grade B field intensity contour of only one television station.

⁵ Station KTVE, had filed a petition for rulemaking to change the allocation status of Channel 10 from El Dorado to El Dorado, Arkansas-Monroe, Louisiana. On June 22, 1961, this petition was dismissed at KTVE's request.

applicant had admitted net earnings in 1960 of \$122,694; that the rate of return on its investment is reasonable; that no economic cause exists which justifies the proposed transmitter move; and that television is not a business "like any other business" but is "affected with the public interest." In support of the contention that the application constitutes a breach of confidence and contract, petitioners allege that during the proceedings in Docket No. 12337, "in the matter of amendment of § 3.606, table of assignments, television broadcast stations (Little Rock-Pine Bluff, Arkansas)" 17 R.R. 1599 (1958), the applicant through its vice-president, James C. Leake, entered into an agreement with the Pine Bluff Chamber of Commerce, which was made part of the record in the proceedings, in order to forestall its objections to the rule making; that said agreement provided that KATV would not move its transmitter out of Jefferson county; that sufficient studio facilities would be provided for Pine Bluff; that KATV would give recognition to Pine Bluff in its identification signal; that KATV would provide Pine Bluff with public service programs; and that KATV would notify the Chamber of Commerce in the event an agreement to sell KATV was entered into and that the prospective purchaser would be informed of this agreement. The petitioners claim that KATV has wholly failed to live up either to the letter or the spirit of the agreement in that it maintains no employees and no studio in Pine Bluff, and gives no recognition or public service benefits to Pine Bluff. Petitioners state that the agreement is introduced for the purpose of attacking applicant's credibility and not as a binding agreement on the Commission. Petitioners allege also that applicant's representations to local people concerning the reasons for the proposed move have been deceitful in that applicant has indicated that the Commission was conducting rule making which would require KATV to place a better signal over Little Rock and that a move was necessary in order to comply with the proposed rule. Finally, Petitioners request that the application be denied or in the alternative that it be designated for hearing and that Channel 7 be assigned to Pine Bluff.

6. The substance of KATV's opposition is to the effect that the substantial gains in service which would result from a grant of its application outweigh the slight theoretical losses resulting therefrom and that the improvement in the competitive situation between KATV vis-a-vis the other Little Rock stations and between ABC and the other networks clearly establishes that a grant of the proposal would serve the public interest, convenience and necessity, would more fully satisfy the requirements of section 307(b) of the Communications Act, and would improve KATV's revenue potential, thereby permitting greater and more effective response to the television needs of the entire Little Rock area including Pine Bluff and vicinity.

7. Specifically, KATV contends that, for the most part, the claims and allegations of petitioners are not relevant to

a determination as to whether the public interest would be served by a grant of its application. KATV states that Pine Bluff will continue to receive a principal city signal even though it is not the principal city involved and, therefore, not entitled to such a signal either for technical compliance with the rules or for satisfactory service to the city's residents; that it has not contended that its application should be granted for economic reasons; that there are no allegations of fact in the petition which support a request that the channel should be reassigned or even suggest that the Commission's Report and Order in Docket No. 11532 is not just as valid today in terms of the public interest as when it was adopted; and that the request does not comply with the Commission's Rules governing rule making petitions. KATV thus concludes that the petition raises just two questions for consideration: (a) Whether, in view of the loss of signal intensity to the south, southeast and east of the present KATV transmitter site, operation of the station as proposed would serve the public interest, and (b) whether the filing of the subject application constitutes a breach of confidence and contract reflecting on the qualifications of the applicant or its principals. With respect to the first question, the applicant states that even if petitioners' allegations are assumed to be true, it is apparent that the resulting gains clearly outweigh the slight losses. However, KATV contends that the petitioner's engineering showing is inaccurate and misleading since it compares KATV's outstanding authorization (BPCT-2858), under which it has never constructed, with the instant proposal rather than the actual operation of the station; and that when the actual operation is compared with the proposal, the loss figures are considerably less. Moreover, KATV contends that even these figures are unrealistic since they fail to take cognizance of the viewing habits of those persons residing in the areas concerned which indicate that a majority of the people in this area look to other cities such as Memphis, Tennessee for service. A further factor which tends to make the petitioner's loss figures unrealistic according to KATV is that they fail to take into account extended areas of coverage (the area from the Grade B to the 49 dbu contour); that the extended coverage contour provides substantially the same service as the Grade B; that petitioners have failed to consider the fact that KTVE, El Dorado, Arkansas, which provides service in the alleged gray area, is an ABC affiliate; and that since KATV is an ABC affiliate there will be no real loss of service.

8. Concerning alleged misrepresentations to the public as to the reasons for the move, KATV categorically denies petitioner's charges and in connection therewith states that Mr. Leake's letter of November 29, 1961, when read in its entirety will prove the falsity of Petitioner's allegations; that while KATV was concerned about the effects the Commission's rule making would have, the statement should not be interpreted

as conveying even the suggestion that KATV was being forced to move its transmitter because of the proposed new rules. KATV states that with respect to the agreement between it and the Pine Bluff Chamber of Commerce, the charges of "breach of contract and confidence" are frivolous and reckless and that it has fully complied with the agreement. Concerning the stipulation not to change transmitter site, KATV asserts that while it agreed that the station would not be removed from the immediate vicinity without compensatory measures to insure the maintenance of a technically satisfactory signal to Pine Bluff it is clear that it did not intend to bargain away its rights to improve its facilities or its responsibility as a licensee to utilize its channel as effectively as possible. KATV asserts that there has been a material change in the circumstances which existed at the time of the agreement; that in the light of current conditions, and based on its experience as a Little Rock station it has concluded that its facilities should be improved; and that in reaching this decision it has exercised its best independent judgment as a broadcaster and as the operator of a business enterprise. KATV points out that Pine Bluff will continue to receive a principal city signal under the proposed operation. Furthermore, applicant states it will continue to provide such studio facilities as needed in Pine Bluff and that, therefore, there has been no breach of faith, confidence or contract with the Pine Bluff Chamber of Commerce or residents of Pine Bluff. Finally, KATV states that in view of the gains in service, the improvement of the competitive position between the stations and between the networks, it is clear that a grant of the subject application will serve the public interest within the meaning of section 309(a) of the Communications Act.

9. Petitioners' reply filed February 6, 1961, states, in essence, that the KATV signal in the City of Pine Bluff will be reduced from 92.3 dbu to 80 dbu; that Jefferson County now receives a Grade A signal from KATV but portions will now receive only a Grade B signal; that Lincoln County which receives principal city or Grade A signal will be reduced to Grade B signal; that Desha County within the present Grade B contour will be without the Grade B contour and lose its only service; and that Bradley and Drew Counties will lose the KATV signal. Moreover, Petitioners argue that the economic condition of KATV in such a proceeding is relevant since the original proceeding whereby it changed station location, was grounded on its economic status; that KATV's allegations to the effect that petitioners' engineering report is misleading because it compares its outstanding authorization with its proposal rather than its actual operation is incorrect since petitioners had reason to believe that KATV would construct pursuant to its outstanding permit (BPCT-2858) within a reasonable time; that the best evidence as to viewer habits and preferences, must come from the viewers themselves, many of whom are ready to testify; that KATV and

KTVE do not show substantially the same programs; that in a three day period, January 31 to February 2, 1961 the program listings carried in the Arkansas Gazette, indicated that KTVE carried from one to three hours of ABC programs, whereas KATV carried an average of eight to ten hours; that, therefore, viewers in the gray area will suffer a real loss of program selectivity; and that KATV's allegations as to extended coverage contours are theoretical and argumentative. In reply to KATV's opposition concerning the agreement, petitioners state that there are no studios in Pine Bluff; that there is never an audio identification of Channel 7 with Pine Bluff; that the public service programming for Pine Bluff is meager and intermittent because there are no studio facilities and personnel in Pine Bluff and, as a consequence, it requires a hundred mile round trip by KATV's employees to cover local events; that the agreement was intended to cover future conduct; that if KATV had mental reservations at the time of the agreement, it was entered into in bad faith; and that after four years KATV is estopped to deny the validity thereof. Petitioners conclude that the matter should be set for hearing and that such hearing be held at Pine Bluff for convenience of parties and witnesses residing there.

10. We believe that it is apparent from the pleadings filed in this matter that substantial questions of fact have been raised which require resolution in an evidentiary hearing. As against an admitted gain of a third and fourth service which would result from a grant of the proposed transmitter move we have an asserted loss of service. The extent of the loss is questioned by KATV which contends that any determination as to losses is unrealistic if it fails to consider such factors as viewing habits and preferences, extended service contours, the fact that there is service beyond the Grade B contours, and a station's penetration in the area in question. It is apparent however, that based on calculated contours, there will be approximately 34,000 persons who, in the event of a grant, will no longer be within the Grade B contour of KATV; that of these people approximately 9,000 will not be within the calculated Grade B contour of any station; and that approximately 25,000 will be within the Grade B contour of only one station. In this connection, KATV also contends that petitioner's figures are misleading since they are based on the calculated Grade B contours of KATV's outstanding construction permit for maximum power (316 kw) rather than actual operation with 170 kw of effective radiated power. However, for the purpose of ascertaining gains and losses in the event of a grant of KATV's proposal we believe that comparison with the outstanding authorization, specifying maximum power, is required, *Hall v Federal Communications Commission*, 237 F. 567, 14 R.R. 2007. KATV would also have us base our determinations as to coverage

on use of the 49 dbu contour rather than the Grade B contour (56 dbu). We do not believe that KATV has made a sufficient showing to warrant use of the 49 dbu contour to determine coverage. Therefore, we will use the usual method for prediction of coverage as specified in Section 3.683 of our Rules. We recognize, of course, that KATV's signal may be received in many areas well beyond the Grade B contour.

11. Concerning the question raised by petitioners allegations relative to the agreement between the Pine Bluff Chamber of Commerce and KATV, it is clear that such an agreement is in no way binding upon the Commission. Nevertheless, the agreement was made a part of the petition for rulemaking and as such constitutes a representation to the Commission. Furthermore, the pleadings indicate that there is a substantial factual dispute concerning the agreement and whether KATV has performed thereunder. Under the circumstances, we believe that this matter also requires exploration in an evidentiary hearing. Having found that substantial questions have been raised, the Commission will designate the application for hearing on its own motion. Therefore, we do not find it necessary to determine whether petitioners meet the statutory tests of "parties in interest". However, we will exercise our discretion and permit them to participate in the hearing as parties, in view of their obvious and continuing interest in this matter. Petitioners have requested that if the matter is designated for hearing, said hearing should be held in Pine Bluff. The Commission agrees that the hearing should be held in Pine Bluff to afford the petitioners and the citizens of Pine Bluff an adequate opportunity to present their views.

Accordingly, it is ordered, That pursuant to section 309(e) of the Communications Act of 1934, as amended, the captioned application of KATV, Inc., is designated for hearing, in Pine Bluff, Arkansas, at a time and place to be specified in a subsequent Order, upon the following issues:

1. To determine the areas and populations which would lose principal city, Grade A and Grade B coverage from the proposed operation of Station KATV, and coverage from other television stations available to such areas.

2. To determine the areas and populations which would gain principal city, Grade A, and Grade B coverage from the proposed operation of KATV, and coverage from other television stations available to such areas.

3. To determine whether KATV, Inc. has performed in accordance with its representations made to the Commission, and, in connection with Commission proceedings, to the Pine Bluff Chamber of Commerce and, if it has not, whether such failure adversely reflects upon KATV's qualifications to be a broadcast licensee.

4. To determine upon the basis of the record made in connection with the fore-

going issues, whether a grant of the above-captioned application would serve the public interest, convenience and necessity.

It is further ordered, That the City of Pine Bluff and the Pine Bluff Chamber of Commerce are made parties to the instant proceeding.

It is further ordered, That the "Petition to Deny" filed by the City of Pine Bluff and the Pine Bluff Chamber of Commerce is granted to the extent indicated herein and is denied in all other respects.

It is further ordered, That the burden of proceeding with the introduction of evidence and the burden of proof as to each of the foregoing issues shall be on the applicant.

It is further ordered, That to avail themselves of the opportunity to be heard, KATV, Inc., the City of Pine Bluff and the Pine Bluff Chamber of Commerce pursuant to § 1.140 of the Commission's rules, in person or by attorney, shall within twenty (20) days of the mailing of this order, file with the Commission in triplicate a written appearance stating an intention to appear on the date fixed for the hearing and present evidence on the issues specified in this order.

It is further ordered, That the applicant herein shall, pursuant to section 311(a)(2) of the Communications Act of 1934, as amended, and § 1.362(b) of the rules, give notice of the hearing within the time and in the manner prescribed in such Rule, and shall advise the Commission of the publication of such notice as required by § 1.362(g) of the rules.

Adopted: July 18, 1962.

Released: July 23, 1962.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Acting Secretary.

[F.R. Doc. 62-7340; Filed, July 25, 1962;
8:53 a.m.]

[Docket No. 14651]

KFNF BROADCASTING CORP.
(KFNF)

Notice of Place of Hearing

In re application of KFNF Broadcasting Corporation (KFNF), Shenandoah, Iowa, Docket No. 14651, File No. BP-14026; for construction permit.

The hearing on the above-entitled matter presently scheduled for Monday, July 30, 1962, will be held at 10:00 a.m., Liberty Memorial Bldg., Drill Floor, Corner of West Thomas & Sycamore Streets, Shenandoah, Iowa.

Dated: July 19, 1962.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Acting Secretary.

[F.R. Doc. 62-7341; Filed, July 25, 1962;
8:53 a.m.]

[Docket No. 14717; FCC 62-786]

**MISS-LOU BROADCASTING CO.
(KFNV)****Order Designating Application for
Hearing on Stated Issues**

In re application of Marie K. Zuccaro tr/as Miss-Lou Broadcasting Company (KFNV), Ferriday, Louisiana, has: 1600 kc, 1 kw, Day, Class III, requests: 1390 kc, 1 kw, Day, Class III, Docket No. 14717, File No. BP-11690; for construction permit.

At a session of the Federal Communications Commission held at its offices in Washington, D.C., on the 18th day of July 1962;

The Commission having under consideration the above-captioned and described application;

It appearing that, except as indicated by the issues specified below, the instant applicant is legally, technically, financially, and otherwise qualified to construct and operate the instant proposal; and

It further appearing that the following matter is to be considered in connection with the aforementioned issues specified below:

1. The KFNV proposal would cause interference to the existing operation of Station KFRA, Franklin, Louisiana.

It further appearing that the instant proposal would cause objectionable co-channel interference to the existing operation of Station KNOE, Monroe, Louisiana; that the aforementioned station was granted a construction permit to change frequency from 1390 kc to 540 kc on March 22, 1961 (File No. BP-9161) and that accordingly, a grant of the instant proposal should contain the condition that program tests will not be authorized until KNOE has begun program tests on a frequency other than 1390 kilocycles, and a license will not be issued until KNOE has been licensed to operate on a frequency other than 1390 kilocycles; and

It further appearing that, in view of the outstanding proposed rule making proceeding, Docket No. 14419, with respect to presunrise operation of Class II and III stations with daytime facilities, a grant of the instant proposal should be appropriately conditioned; and

It further appearing that, in view of the foregoing, the Commission is unable to make the statutory finding that a grant of the subject application would serve the public interest, convenience, and necessity, and is of the opinion that the application must be designated for hearing on the issues set forth below:

It is ordered, That, pursuant to section 309(e) of the Communications Act of 1934, as amended, the instant application is designated for hearing, at a time and place to be specified in a subsequent order, upon the following issues:

1. To determine the areas and populations which may be expected to gain or lose primary service from the proposed operation of Station KFNV and the availability of other primary service to such areas and populations.

2. To determine whether the instant proposal of Miss-Lou Broadcasting Company would cause objectionable interference to Station KFRA, Franklin, Louisiana, or any other existing standard broadcast stations, and, if so, the nature and extent thereof, the areas and populations affected thereby, and the availability of other primary service to such areas and populations.

3. To determine, in the light of the evidence adduced pursuant to the foregoing issues, whether the instant application should be granted.

It is further ordered, That KFRA, Inc., licensee of Station KFRA, Franklin, Louisiana, is made a party to the proceeding.

It is further ordered, That, in the event of a grant of the instant application, the construction permit shall contain the following conditions:

Program tests will not be authorized until Station KNOE, Monroe, Louisiana, is authorized program tests on a frequency other than 1390 kilocycles; and a license to cover construction permit will not be issued until Station KNOE is licensed on a frequency other than 1390 kilocycles.

The finding made by the Commission that the proposed antenna structure is acceptable under Federal Aviation Agency criteria (Section 626.12, FAA Regulations) is subject to compliance by permittee with any applicable procedures of the FAA.

It is further ordered, That a grant of the proposal in this proceeding prior to a final decision in Docket No. 14419 will be conditioned as follows: Pending a final decision in Docket No. 14419 with respect to presunrise operation with daytime facilities, the present provisions of § 3.87 of the Commission rules are not extended to this authorization, and such operation is precluded.

It is further ordered, That, to avail themselves of the opportunity to be heard, the applicant and party respondent herein, pursuant to § 1.140 of the Commission rules, in person or by attorney, shall, within 20 days of the mailing of this order, file with the Commission in triplicate, a written appearance stating an intention to appear on the date fixed for the hearing and present evidence on the issues specified in this order.

It is further ordered, That the applicant herein shall, pursuant to section 311(a)(2) of the Communications Act of 1934, as amended, and § 1.362(b) of the Commission's rules, give notice of the hearing, within the time and in the manner prescribed in such rule, and shall advise the Commission of the publication of such notice as required by § 1.362(g) of the rules.

Released: July 23, 1962.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Acting Secretary.

[F.R. Doc. 62-7342; Filed, July 25, 1962;
8:54 a.m.]

[Docket Nos. 14192, 14718; FCC 62-787]

**OUACHITA VALLEY RADIO CORP.
AND CAMDEN COMMUNITY
BROADCASTERS****Order Designating Applications for
Consolidated Hearing on Stated
Issues**

In re applications of Ouachita Valley Radio Corporation, Camden, Arkansas, requests: 1450 kc, 250 w, 1 kw-LS, U, Docket No. 14192, File No. BP-15213; Charles Mathis, Jr. and Thomas E. Dillahunty d/b as Camden Community Broadcasters, Camden, Arkansas, requests: 1420 kc, 1 kw, Day, Docket No. 14718, File No. BP-14427; for construction permits.

At a session of the Federal Communications Commission held at its offices in Washington, D.C., on the 18th day of July 1962;

The Commission having under consideration the above-captioned and described applications;

It appearing that, except as indicated by the issues specified below, each of the applicants is legally, technically, and otherwise qualified to construct and operate the proposed stations; that the Ouachita Valley Radio Corporation is financially qualified but for the reasons hereinafter indicated it cannot be determined that Camden Community Broadcasters are financially qualified; and

It further appearing that the following matters are to be considered in connection with the issues specified below:

1. The applicants request authorizations to operate standard broadcast stations on frequencies only thirty (30) kilocycles removed in the same city, and therefore the applications are mutually exclusive.

2. Examination of the application of Camden Community Broadcasters indicates that \$3250 will be required for the downpayment on equipment, \$750 for building and \$7500 for working capital for three months (one-fourth of \$30,000), or a total of \$11,500. However, the estimates do not include, under other items, any amount for fees, freight, installation or other miscellaneous expenses, nor is any amount included for estimated lease of land. Since partnership capital is shown at \$10,000 without provision for additional funds, as may be required, it cannot be determined that Camden Community Broadcasters have established that they are financially qualified.

3. Camden Community Broadcasters' proposed site is located 0.58 mile southwest of the site of standard broadcast Station KAMD, Camden, Arkansas (910 kc, 500 w, 1 kw-LS, Da-N, U). Therefore, any grant of the Camden Community Broadcasters' application will be subject to a condition that permittee be responsible for the installation and adjustment of any filter networks which may be necessary to prevent cross-modulation or reradiation with KAMD.

4. In view of the outstanding proposed rule making proceeding, Docket No. 14419, with respect to presunrise opera-

tion with daytime facilities, a grant of the application of Camden Community Broadcasters, prior to final decision in Docket No. 14419, should be appropriately conditioned.

5. The proposed antenna system of the Ouachita Valley Radio Corporation has been approved by the Federal Aviation Agency. The antenna system of Camden Community Broadcasters has not been so approved, but has been examined by the Commission in the light of the criteria contained in FAA Regulations, Section 626.12, and it appears the proposal will comply therewith. Thus, any grant of the Camden Community Broadcasters proposal will be appropriately conditioned.

6. The proposed antenna system of Camden Community Broadcasters is in the vicinity of an elevated water tank and other man-made structures which may tend to act as parasitic radiators causing distortion of the proposed non-directional radiation pattern. Accordingly, any grant of this application will be appropriately conditioned.

It further appearing that, in view of the foregoing, the Commission is unable to make the statutory finding that a grant of either of the applications would serve the public interest, convenience and necessity, and is of the opinion that the applications must be designated for hearing in a consolidated proceeding on the issues set forth below:

It is ordered, That, pursuant to section 309(e) of the Communications Act of 1934, as amended, the instant applications are designated for hearing in a consolidated proceedings, at a time and place to be specified in a subsequent order, upon the following issues:

1. To determine the areas and populations which would receive primary service from each of the proposed operations and the availability of other primary service to such areas and populations.

2. To determine whether Camden Community Broadcasters are financially qualified to construct and operate their proposed station.

3. To determine, on a comparative basis, which of the instant proposals would best serve the public interest, convenience and necessity in light of the evidence adduced pursuant to the foregoing issues and the record made with respect to the significant differences between the applicants as to:

(a) The background and experience of each having a bearing on the applicant's ability to own and operate its proposed station.

(b) The proposals of each of the applicants with respect to the management and operation of the proposed station.

(c) The programming service proposed in each of the said applications.

4. To determine, in the light of the evidence adduced pursuant to the foregoing issues which, if either, of the instant applications should be granted.

It is further ordered, That, in the event of a grant of the application of the Ouachita Valley Radio Corporation, the construction permit shall contain a condition that the permittee shall accept such interference as may be imposed by other existing 250 watt Class IV stations

in the event they are subsequently authorized to increase power to 1000 watts.

It is further ordered, That, in the event of a grant of the application of Camden Community Broadcasters, the construction permit shall include the following conditions:

Permittee shall be responsible for installation and adjustment of suitable filter circuits or other equipment which may be necessary to prevent objectionable reradiation or cross modulation with Station KAMD.

Pending a final decision in Docket No. 14419 with respect to pre-sunrise operation with daytime facilities, the provisions of § 3.87 of the Commission rules are not extended to this authorization, and such operation is precluded.

This authorization is subject to compliance by permittee with any applicable procedures of the FAA.

Permittee shall submit sufficient proof-of-performance data, made in compliance with § 3.151 of the Commission rules, to show that the proposed radiation pattern is not seriously distorted due to man-made structures in the area.

It is further ordered, That, to avail themselves of the opportunity to be heard, the applicants herein, pursuant to § 1.140 of the Commission rules, in person or by attorney, shall, within 20 days of the mailing of this order, file with the Commission in triplicate, a written appearance stating an intention to appear on the date fixed for the hearing and present evidence on the issues specified in this order.

It is further ordered, That the applicants herein shall, pursuant to section 311(a)(2) of the Communications Act of 1934, as amended, and § 1.362(b) of the Commission rules, give notice of the hearing, either individually or, if feasible, jointly, within the time and in the manner prescribed in such rule, and shall advise the Commission of the publication of such notice as required by § 1.362(g) of the rules.

It is further ordered, That, the issues in the above-captioned proceeding may be enlarged by the Examiner, on his own motion or on petition properly filed by a party to the proceeding, and upon sufficient allegations of fact in support thereof, by the addition of the following issue: To determine whether the funds available to the applicant will give reasonable assurance that the proposals set forth in the application will be effectuated.

Released: July 23, 1962.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] BEN F. WAPLE,
Acting Secretary.

[F.R. Doc. 62-7343; Filed, July 25, 1962;
8:54 a.m.]

[Docket No. 14637; FCC 62-791]

WILLIAM L. ROSS

Memorandum Opinion and Order Designating Application for Hearing on Stated Issues

In re application of William L. Ross,
Riverton, Wyoming, requests: 1370 kw,

1 kw, D, Class III, Docket No. 14637, File No. BP-14086; for construction permit.

1. The Commission has before it (a) the above-captioned application; (b) a petition to deny the application filed August 10, 1961, by Riverton Broadcasting Company, Inc., licensee of Station KVOV, Riverton's only existing standard broadcast station; and (c) responsive and subsequent pleadings to the latter petition. Apart from the matters involved in the hearing issues set forth in the latter portion of this Order, no questions appear to exist regarding the qualifications of the applicant.

2. Petitioner predicates its standing to object upon the potential economic injury to the existing operation of Station KVOV which would occur if a new standard broadcast station were licensed in Riverton.¹ In substance, KVOV contends that the estimates submitted by the applicant regarding the proposed costs of building a new Riverton station are unreasonably low and, even if the estimates were found to be reasonable, the applicant would not have sufficient cash and liquid assets to cover costs of construction and initial operation of the proposed facility.

3. On August 23, 1961, Ross filed his opposition to the KVOV petition, stating that his estimates as to construction costs were fully supported by builders and manufacturers quotations and by the applicant's own personal experience. On August 25, 1961, Ross amended his application to indicate the availability of additional liquid assets. On August 31, 1961, KVOV filed its reply to the opposition and amendment—again disputing the applicant's cost estimates and declaring that Ross was still approximately \$1,000 short of the necessary cash and liquid assets. On September 18, 1961, Ross again amended the instant application, submitting a new \$5,000 loan commitment from a Riverton Bank.

4. It is our belief that Ross's pleadings of August 23, 1961, his amendments of August 25 and September 18, 1961, have eliminated any substantial question regarding the sufficiency or the availability of funds necessary to construct the proposed station and commence operation. However, as set forth below, we have found it necessary to direct further inquiry toward possible long term financial problems which may arise upon licensing of a second standard broadcast station in Riverton, Wyoming.

5. On December 26, 1961, the Commission directed a letter to Mr. Ross, noting that the population of Riverton is small (6,845, 1960 Census), and requesting that additional information be submitted, justifying the applicant's estimate that \$40,000 in gross revenues would be realized during the first year's operation. The applicant responded, on January 17, 1962, with an amendment to the application. In substance, the amendment contained a complete description of the Riverton area and of Fremont County, within which Riverton is located; a chart depicting the growth trend and absolute amount of gross retail sales in Fremont County from 1950 to 1961; a projection of

¹ See F.C.C. vs. Sanders Bros., 309 U.S. 470 (1940).

the continued growth trend of retail sales through 1963; and a prediction, (said to be conservatively based upon the "Paul H. Chapman Company Formula" for determining business potential of new or existing radio stations), that at least \$40,000 worth of gross revenue would be available to the new station during its first year of operation. (Operating expenses for the period were estimated at \$35,000). Mr. Ross also submitted letters from Riverton business leaders supporting a second station for their city and a chart, listing forty cities with two standard broadcast stations in which combined retail and selected services sales amounted to less than \$20,000,000 per year, whereas the Riverton area has retail sales alone of \$42,355,000.

6. On February 21, 1962, the licensee of Station KVOW submitted a "Supplement" to its petition to deny the Ross application,² containing statistical data which conflicts with that submitted by the applicant, and an appended affidavit of Richard M. Allerton, a consultant in management, marketing, sales, and research, and former director of research for the National Association of Broadcasters. The burden of KVOW's contentions, supported by the Allerton affidavit, is as follows:

(a) The applicant's figures overestimate current retail sales in Fremont County, Wyoming, and, similarly, the applicant's projection of future sales is overoptimistic.

(b) Use of the "Paul H. Chapman Formula" results in a figure for expected gross revenues for the proposed station that is at least 100 percent too high. In fact, approximately \$64,000 is potentially available in gross revenues for both Riverton stations and this figure is substantially less than the predicted combined costs of operating the stations.

(c) Given these economic facts, the Commission should disregard its usual informal standard in judging an applicant's financial qualifications—i.e., that the applicant show sufficient cash and liquid assets to cover costs of constructing its proposed station and to operate the station for a period of at least three months without revenue. Instead, when the economic base of support for a new station is questionable, the applicant should be required to show sufficient cash and liquid assets to construct the station and operate for a period of one year without revenue.

7. The Commission has fully considered the contentions of KVOW and the applicant and is of the opinion that substantial questions of fact exist in two closely interrelated areas. First, the application and the pleadings raise a seri-

ous question as to whether Riverton and the surrounding area contain sources of revenue sufficient to support the operation of two or more standard broadcast stations. Second, because this question has been raised, the validity of the predicted revenues of the applicant, and, therefore, his financial qualifications have also been placed in doubt. Accordingly, the application will be designated for hearing to determine whether the applicant is financially qualified to construct and operate his proposed station, and whether his estimate of expected revenues is reasonable.

8. In raising the question of financial qualifications with respect to this applicant we wish to make it clear that we are not changing our existing standards, except in those extraordinary situations in which the ability of the area to support additional broadcast stations has been placed in doubt. Nor do we see any need, even in these situations, to change our basic informal, flexible requirements regarding the necessary availability of cash and liquid assets in a sufficient amount to permit construction of the proposed station and its operation, without revenues, for a reasonable period of time.³ Rather, we would impose here, and in similar situations, an added burden upon the applicant, that of showing that its estimate of operating revenues is realistic when a serious question has been raised concerning the ability of the area to produce adequate revenue from those sources from which standard broadcast stations generally receive their support. We believe this additional requirement is necessary, not only to demonstrate that the applicant is financially qualified, but also to enable us to make the ultimate findings required by law, i.e., whether grant of the application in question would serve the public interest, convenience and necessity.

In view of the foregoing, the Commission is unable to make the statutory finding that a grant of the application would serve the public interest, convenience, and necessity, and is of the opinion that the application must be designated for hearing on the issues set forth below. *Accordingly, it is ordered*, This 18th day of July 1962, That, pursuant to section 309(e) of the Communications Act of 1934, as amended, the instant application is designated for hearing, at a time and place to be specified in a subsequent Order, upon the following issues:

1. To determine whether the applicant is financially qualified to construct and operate his proposed station and whether

² We are not persuaded that requiring an applicant to demonstrate ability to operate for a full year without revenue would have any meaningful relation to the public interest. If Riverton can, in fact, support two or more standard broadcast stations, it is difficult to find any logical or practical distinction between this case and the typical case in which sufficient cash for a reasonable period of operation without revenue is required. Conversely, if a station cannot gain a sufficient foothold to survive after exhaustion of sufficient funds to operate for a reasonable period with a total lack of revenue, we do not believe that the chances for survival will be greatly increased after exhaustion of one year's predicted operating funds.

his estimate of expected revenues is reasonable.

2. To determine, in the light of the evidence adduced pursuant to the foregoing issue whether a grant of the instant application would serve the public interest, convenience and necessity.

It is further ordered, That the Riverton Broadcasting Company, Inc., licensee of Station KVOW, Riverton, Wyoming, is made a party to the proceeding.

It is further ordered, That the petition to deny filed by Riverton Broadcasting Company, Inc. is granted to the extent indicated above, and is denied in all other respects.

It is further ordered, That, in the event of a grant of the application, the construction permit shall contain the following conditions:

Pending a final decision in Docket No. 14419 with respect to presunrise operation with daytime facilities, the present provisions of § 3.87 of the Commission rules are not extended to this authorization, and such operation is prohibited.

This authorization is subject to compliance by permittee with any applicable procedures of the Federal Aviation Agency.

It is further ordered, That, to avail themselves of the opportunity to be heard, the applicant and party respondent herein, pursuant to § 1.140 of the Commission rules, in person or by attorney, shall, within 20 days of the mailing of this order, file with the Commission in triplicate, a written appearance stating an intention to appear on the date fixed for the hearing and present evidence on the issues specified in this order.

It is further ordered, That the applicant herein shall, pursuant to section 311(a)(2) of the Communications Act of 1934, as amended, and § 1.362(b) of the Commission's rules, give notice of the hearing, within the time and in the manner prescribed in such rule, and shall advise the Commission of the publication of such notice as required by § 1.362(g) of the rules.

Released: July 23, 1962.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Acting Secretary.

[F.R. Doc. 62-7344; Filed, July 25, 1962;
8:54 a.m.]

[Docket Nos. 14719, 14720; FCC 62-788]

WYMAN N. SCHNEPP ET AL.

Order Designating Applications for Consolidated Hearing on Stated Issues

In re applications of Wyman N. and Willa M. Schnepf, Joint Tenants, Abilene, Kansas, requests: 1560 kc, 250 watts, Day, Class II, Docket No. 14719, File No. BP-14587; Valley Broadcasting Company, Beloit, Kansas, requests: 1560 kc, 250 watts, Day, Class II, Docket No. 14720, File No. BP-14592; for construction permits.

At a session of the Federal Communications Commission held at its offices in

² Ross has moved to strike the KVOW "Supplement" and KVOW has opposed the motion to strike with a petition for acceptance. The Commission's rules do not provide for the filing of petitions to deny or supplements thereto following the "cut-off date" of an application listed in a public notice, pursuant to § 1.354(c) of the rules. However, since the KVOW "Supplement" deals solely with an amendment to the instant application which was itself filed after the "cut-off date", we have considered KVOW's most recent contentions upon our own motion.

Washington, D.C., on the 18th day of July 1962;

The Commission having under consideration the above-captioned and described applications;

It appearing that, except as indicated by the issues specified below, each of the instant applicants is legally, technically, financially, and otherwise qualified to construct and operate the instant proposals; and

It further appearing that the following matters are to be considered in connection with the aforementioned issues specified below:

1. These cochannel proposals involve mutually destructive interference.

2. The proposal for Abilene will cause interference to the existing operation of Station KNEX, McPherson, Kansas.

3. Upon the basis of the information submitted with the application, it cannot be determined that Valley Broadcasting Company is financially qualified to construct and operate its proposed station. Valley represents that it will require \$14,410 to construct its proposed station and operate it for a reasonable period of time. To meet this requirement, Valley has available \$9,241 comprised of \$241 in cash, \$3,000 profits from existing operations and a bank loan of \$6,000. Thus Valley appears to lack over \$5,000 necessary to effectuate its proposal. Further, the balance sheet submitted with the subject proposal does not show readily convertible assets sufficient to meet current liabilities and assume the additional cash requirements of the subject proposal. In addition, all of the stockholders of Valley have expressly denied agreement on their part to supply Valley with additional funds.

4. The program proposal submitted by Valley Broadcasting Company indicates that it proposes no programs for the discussion of local problems. In addition, Valley proposes to broadcast local live programs three hours a week (3.5%) all on Sunday, of which two hours comprise live religious broadcasting. In view of this, it cannot be determined at this time whether the program service proposed by Valley would meet the needs of the community it seeks to serve.

It further appearing that, in view of the foregoing, the Commission is unable to make the statutory finding that a grant of the subject applications would serve the public interest, convenience, and necessity, and is of the opinion that the applications must be designated for hearing in a consolidated proceeding on the issues set forth below:

It is ordered, That, pursuant to section 309(e) of the Communications Act of 1934, as amended, the instant applications are designated for hearing in a consolidated proceeding, at a time and place to be specified in a subsequent order, upon the following issues:

1. To determine the areas and populations which would receive primary service from each of the instant proposals and the availability of other primary

service to such areas and populations.

2. To determine whether the instant proposal of Wyman and Willa Schnepf would cause objectionable interference to Station KNEX, McPherson, Kansas, or any other existing standard broadcast stations, and, if so, the nature and extent thereof, the areas and populations affected thereby, and the availability of other primary service to such areas and populations.

3. To determine whether Valley Broadcasting Company is financially qualified to construct and operate its proposed station.

4. To determine the type and character of program service which would be broadcast by Valley Broadcasting Company and whether the program service would meet the needs of the city sought to be served.

5. To determine, in the light of section 307(b) of the Communications Act of 1934, as amended, which of the instant proposals would better provide a fair, efficient and equitable distribution of radio service.

6. To determine, in the light of the evidence adduced pursuant to the foregoing issues which, if either, of the instant applications should be granted.

It is further ordered, That K. R. Krehbiel, licensee of Station KNEX, McPherson, Kansas, is made a party to the proceeding.

It is further ordered, That, in the event of a grant of either of the above-captioned applications, the construction permit shall be conditioned as follows: Pending a final decision in Docket No. 14419 with respect to presunrise operation with daytime facilities, the present provisions of § 3.87 of the Commission rules are not extended to this authorization, and such operation is precluded.

It is further ordered, That, to avail themselves of the opportunity to be heard, the applicants and party respondent herein, pursuant to § 1.140 of the Commission rules, in person or by attorney, shall within 20 days of the mailing of this order, file with the Commission in triplicate, a written appearance stating an intention to appear on the date fixed for the hearing and present evidence on the issues specified in this order.

It is further ordered, That, the applicants herein shall, pursuant to section 311(a)(2) of the Communications Act of 1934, as amended, and § 1.362(b) of the Commission's rules, give notice of the hearing, either individually or, if feasible, jointly, within the time and in the manner prescribed in such rule, and shall advise the Commission of the publication of such notice as required by § 1.362(g) of the rules.

It is further ordered, That, the issues in the above-captioned proceeding may be enlarged by the Examiner, on his own motion or on petition properly filed by a party to the proceeding, and upon sufficient allegations of fact in support thereof, by the addition of the following issue: To determine whether the funds

available to the applicant will give reasonable assurance that the proposals set forth in the application will be effectuated.

Released: July 23, 1962.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Acting Secretary.

[F.R. Doc. 62-7345; Filed, July 25, 1962;
8:54 a.m.]

[Docket Nos. 12315, 12316; FCC 62-770]

SHEFFIELD BROADCASTING CO. AND J. B. FALT, JR.

Memorandum Opinion and Order Designating Applications for Further Consolidated Hearing on Stated Issues

In re applications of Iralee W. Benns, tr/as Sheffield Broadcasting Co., Sheffield, Alabama, Docket No. 12315, File No. BP-11130; J. B. Falt, Jr., Sheffield, Alabama, Docket No. 12316, File No. BP-11559; for construction permits.

1. The Commission has before it for consideration a petition for reconsideration and request for further oral argument filed May 2, 1962, by J. B. Falt, Jr., in which it is requested that the Commission (a) reconsider and set aside its Memorandum Opinion and Order on Remand, released April 2, 1962, 32 F.C.C. 755, which affirmed the Commission's previous grant of Sheffield Broadcasting's application and denied Falt's mutually exclusive application and his petition for stay; (b) order further oral argument before the Commission en banc in order that the parties may (i) present their position orally to the Commissioners who have not previously heard argument; (ii) refresh the recollection of the Commissioners who previously heard argument; and (iii) address themselves to the question of Sheffield Broadcasting's compliance with § 3.33(a) of the Commission's rules (a question with respect to which no Commissioner has heard argument because Falt first raised this issue in his first petition for reconsideration); and (c) following such argument, either grant the application of Falt, or reopen the record for further hearing on the comparative issue of diversification of control of the media of mass communications and on the issue of Sheffield Broadcasting's compliance with § 3.35 of the Commission's rules. Replies in opposition were filed on May 8, 1962, by the Commission's Broadcast Bureau, and on May 15, 1962, by Sheffield Broadcasting, both of which urged that Falt's petition be denied in its entirety; a reply to the oppositions was filed on May 18, 1962, by Falt.

2. Having considered Falt's contentions and the oppositions, we believe that Falt's petition should be denied, except insofar as he requests that the record be reopened to determine the applicability of our multiple-ownership rules to the

Sheffield Broadcasting application.¹ In view of the 47.2 percent overlap in the 0.5 mv/m contours of WVOK in Birmingham, Alabama, which Mrs. Benns controls, and her proposed Sheffield station, it appears that a substantial question is raised as to whether a grant to Sheffield Broadcasting would be in compliance with § 3.35(a) of our rules. We do not intend to indicate approval of Falt's failure to raise this question until after our original decision of this case. However, we do consider the matter sufficiently significant to warrant our reopening of the record. In addition we will also add an issue concerning the applicability of § 3.35(b) of our rules to both parties to the end that the concentration question be completely canvassed. The entire record, as supplemented, may then serve as the basis for a new decision. Pending a new decision, we will set aside our previous decision entered on April 12, 1961 (30 F.C.C. 579) and the subsequent orders affirming the grant then made to Sheffield Broadcasting Co. We note on this point that Sheffield Broadcasting has not commenced construction of the station previously authorized.

3. Under the § 3.35(a) issue as to Sheffield Broadcasting, we will consider such factors as size, extent, and location of the areas served by the Birmingham station and proposed to be served by the Sheffield station; the extent of the overlap; the number of persons residing within the overlap area; the classes of stations involved; the extent of other competitive services to the areas in question; the extent to which the stations will rely on the same revenue and program sources; the nature of the programming that the stations will present, with particular reference to the particular needs of the communities they are designed to serve; the advertising practices of the stations; and the source of program material and talent for each station. Similar factors of course are relevant to the more general issue of compliance with § 3.35(b) of the rules. (F.C.C. Mimeo No. 74623, issued April 4, 1944, and Public Notice Number 7110, April 11, 1947, reproduced as an appendix hereto).²

4. With respect to the comparative issue of diversification of control of the mass media of communications, we believe that Falt's contentions with respect to Mrs. Benns' control over stations in which her son has an interest, but she does not, have been considered fully in our prior opinions. We have previously considered Falt's contention that he was denied adequate opportunity to cross-

examine Mrs. Benns with respect to control over her son, and have found this contention wanting. The only new material which Falt raises in this petition concerning this comparative issue is to note the number of Benns family broadcast interests in which a family by the name of Brennan also has interests, and to list a pattern of "reciprocal intra and inter family cooperation." Falt urges that this is a matter as to which he had a right to cross-examine Mrs. Benns. Falt's contentions in this regard are raised for the first time, and, in view of such tardiness, it can hardly be argued that this is a matter as to which Falt now has a right to cross-examine Mrs. Benns. Moreover, no showing has been made to date which indicates inter-family cooperation relevant to the Sheffield application. The examiner therefore need not go further into the matter discussed in this paragraph in the absence of an offer of proof of relevant evidence. This ruling is also applicable to the further hearing to be held on the question of compliance with § 3.35 (a) and (b) of the rules, so far as the above matters are concerned.

5. Mrs. Benns is President, Director, and 35 percent owner of the permittee of broadcast station WFLI at Lookout Mountain, Tennessee. The record does not show who controls WFLI, or the extent of Mrs. Benns' management interest in the station. Accordingly, for purposes of the diversification issue, we have included an additional issue on this point.

6. We are reopening the record to make a determination on compliance by Sheffield Broadcasting with these sections of the rules, and by Falt with § 3.35 (b). All previous evidence relevant to these issues will, of course, be considered along with the new evidence to be adduced. If both parties are qualified under the rules, a new comparative decision will be reached in the light of the entire record.

Accordingly, it is ordered, This 18th day of July 1962, that the petition for reconsideration and request for further oral argument filed May 2, 1962, by J. B. Falt, Jr. is denied, except insofar as it is requested that the record be reopened to determine Sheffield Broadcasting's compliance with § 3.35(a) of the Commission's rules, a request which is granted: and

It further appearing that the Falt application and the Sheffield Broadcasting application both raise a substantial question of compliance with § 3.35(b) of the Commission rules;

It is ordered, That, pursuant to section 309(e) of the Communications Act of 1934, as amended, the above applications are designated for further hearing, at a time and place to be specified in a subsequent order, upon the following issues:

1. To determine whether a grant of the Sheffield Broadcasting application would be in contravention of the provisions of § 3.35 (a) and (b) of the Commission's rules.

2. To determine whether a grant of the J. B. Falt, Jr. application would be in contravention of § 3.35(b) of the Commission's rules.

3. To determine the nature and extent of Mrs. Benns' interest and participation in station WFLI, Lookout Mountain, Tennessee.

4. To determine, in the light of the evidence adduced pursuant to the foregoing issues, and the record heretofore made in this proceeding, which, if either, of the applications should be granted.

It is further ordered, That the Decision entered herein on April 12, 1961 granting the application of Sheffield Broadcasting Company and denying that of J. B. Falt, Jr., and the subsequent orders affirming the grant then made to the Sheffield Broadcasting Co., are hereby set aside.

Released: July 23, 1962.

FEDERAL COMMUNICATIONS

COMMISSION,

[SEAL]

BEN F. WAPLE,

Acting Secretary.

[F.R. Doc. 62-7346; Filed, July 25, 1962; 8:54 a.m.]

[Docket No. 14638; FCC 62-792]

HUGH JORDAN STOCK

Memorandum Opinion and Order Designating Application for Hearing on Stated Issues

In re application of Hugh Jordan Stock, Riverton, Wyoming, requests: 740 kc, 1 kw, Day, Docket No. 14638, File No. BP-14184; for construction permit.

1. The Commission has before it (a) the above-captioned application; and (b) a petition to deny the application filed August 31, 1961, by Riverton Broadcasting Company, Inc., licensee of Station KVOW, Riverton's only existing standard broadcast station. Apart from the matters involved in the hearing issues set forth in the latter portion of this Order, no questions appear to exist regarding the qualifications of the applicant.

2. Petitioner predicates its standing to object upon the potential economic injury to the existing operation of Station KVOW which would occur if a new standard broadcast station were licensed in Riverton.¹ In substance, KVOW contends that the estimates submitted by the applicant regarding the proposed costs of building a new Riverton station are unreasonably low and, even if the estimates were found to be reasonable, Stock would not have sufficient cash and liquid assets to cover costs of construction and initial operation of the proposed facility.

3. On January 9, 1962, Stock amended his application to indicate the availability of additional liquid assets and to support the estimates submitted regarding costs of construction. It is our belief that Stock's amendment of January 9, 1962, has eliminated any substantial question regarding the sufficiency or the availability of funds necessary to construct the proposed station and commence operation. However, as set forth below, we have found it necessary to direct further inquiry

¹ In view of our disposition of the § 3.35 question, we believe oral argument to be unnecessary at this time. Falt had also requested further oral argument to discuss an alleged violation by Sheffield Broadcasting of § 3.33(a) of the rules, a matter which, by itself, we do not believe would warrant further argument. This matter was fully considered in our Memorandum Opinion and Order of September 13, 1961, released September 18, 1961, 31 F.C.C. 563, on Falt's first petition for reconsideration, at which time his contentions were rejected.

² Appendices filed as part of original document.

¹ See F.C.C. vs. Sanders Bros., 309 U.S. 470 (1940).

toward possible long term financial problems which may arise upon licensing of a second standard broadcast station in Riverton, Wyoming.

4. By letter of December 21, 1961, the Commission, noting that the population of Riverton is small (6845, 1960 Census), requested the applicant to submit additional information justifying his estimate that \$60,000 in gross revenues would be realized during the first year's operation. The applicant's response included only a cursory statement in justification of his estimate.

5. The Commission has fully considered the contentions of KVOX and the applicant and is of the opinion that substantial questions of fact exist in two closely interrelated areas. First, the application and the pleading filed by KVOX raise a question as to whether Riverton and the surrounding area contain sources of revenue sufficient to support the operation of two or more standard broadcast stations. Second, because this question has been raised, the validity of the predicted revenues of the applicant and, therefore, his financial qualifications have also been placed in doubt. Accordingly, the application will be designated for hearing to determine whether the applicant is financially qualified to construct and operate his proposed station, and whether his estimate of expected revenues is reasonable.

6. In raising the question of financial qualifications with respect to this applicant we wish to make it clear that we are not changing our existing standards, except in those extraordinary situations in which the ability of the area to support additional broadcast stations has been placed in doubt. Nor do we see any need, even in these situations, to change our basic informal, flexible requirements regarding the necessary availability of cash and liquid assets in a sufficient amount to permit construction of the proposed station and its operation, without revenues, for a reasonable period of time. Rather, we would impose here, and in similar situations, an added burden upon the applicant, that of showing that its estimate of operating revenues is realistic when a serious question has been raised concerning the ability of the area to produce adequate revenue from those sources from which standard broadcast stations generally receive their support. We believe this additional requirement is necessary, not only to demonstrate that the applicant is financially qualified, but also to enable us to make the ultimate findings required by law, i.e., whether grant of the application in question would serve the public interest, convenience and necessity.

7. A further question to be resolved with respect to the proposed station is the matter of whether the antenna structure proposed would constitute a menace to air navigation.

In view of the foregoing, the Commission is unable to make the statutory finding that a grant of the application would serve the public interest, convenience, and necessity, and is of the opinion that the application must be designated for hearing on the issues set forth below. Accordingly, it is ordered,

This 18th day of July 1962, That, pursuant to section 309(e) of the Communications Act of 1934, as amended, the instant application is designated for hearing, at a time and place to be specified in a subsequent Order, upon the following issues:

1. To determine whether there is a reasonable possibility that the tower height and location proposed would constitute a menace to air navigation.

2. To determine whether the applicant is financially qualified to construct and operate his proposed station and whether his estimate of expected revenues is reasonable.

3. To determine, in the light of the evidence adduced pursuant to the foregoing issues whether a grant of the instant application would serve the public interest, convenience and necessity.

It is further ordered, That the Federal Aviation Agency, and Riverton Broadcasting Company, Inc., licensee of Station KVOX, Riverton, Wyoming, are made parties to the proceeding.

It is further ordered, That the petition to deny filed by Riverton Broadcasting Company, Inc. is granted to the extent indicated above, and is denied in all other respects.

It is further ordered, That, in the event of a grant of the application, the construction permit shall contain the following condition: This authorization is subject to compliance by permittee with any applicable procedures of the Federal Aviation Agency.

It is further ordered, That, to avail themselves of the opportunity to be heard, the applicant and parties respondent herein, pursuant to § 1.140 of the Commission rules, in person or by attorney, shall, within 20 days of the mailing of this order, file with the Commission in triplicate, a written appearance stating an intention to appear on the date fixed for the hearing and present evidence on the issues specified in this order.

It is further ordered, That the applicant herein shall, pursuant to section 311(a) (2) of the Communications Act of 1934, as amended, and § 1.362(b) of the Commission's rules, give notice of the hearing, within the time and in the manner prescribed in such rule, and shall advise the Commission of the publication of such notice as required by § 1.362(g) of the rules.

Released: July 23, 1962.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Acting Secretary.

[F.R. Doc. 62-7347; Filed, July 25, 1962;
8:55 a.m.]

FEDERAL MARITIME COMMISSION

A.B.C. INTERNATIONAL, INC., ET AL.

Notice of Freight Forwarder Applications Filed for Approval

Notice is hereby given that the following applicants have filed with the Federal Maritime Commission, applications

for licenses as independent ocean freight forwarders, pursuant to section 44(a) of the Shipping Act, 1916, as amended (Public Law 87-254).

These persons are either (1) new applicants; or (2) former registrants under General Order 72 who forfeited their grandfather rights because of failure to file within the Statutory time limit.

Name and Address; Officers

A.B.C. International, Inc., 95 Broad Street, New York 4, N.Y.—Corporation: Charles Fields, exec. vice pres.; Lloyd Steiker, vice pres.; A. J. Brown, pres.; P. Glazer, vice pres.

Admiral Shipping Co., Arkady Moisuk, dba, 1000 Vermont Avenue NW., Washington, D.C.—Individual.

American Container Export Forwarding Co., Edward J. Dyar, Jr., dba, 12622 Hamilton Avenue, Detroit 3, Mich.—Individual.

American Customs Brokerage Co., P.O. Box 261, 235 South Queen Street, Honolulu 9, Hawaii—Partnership: David L. Peterson, partner; Noboru Kojima, partner; Francis J. Kojima, partner.

American Freight Forwarding Corp., 460 12th Avenue, New York, N.Y.—Benjamin Eskow, director; Gerald W. Eskow, pres. and director; Burton I. Eskow, sec., treas. and director; Harold Rosegarten, asst. sec.

Amiano, Juan Carlos, 1141 Broadway, New York 1, N.Y.—Individual.

Anders, Williams & Co., Inc., 227 West Water Street, Norfolk 10, Va.—Corporation: Rolf Williams, pres., treas.; Job Vandersyde, exec. vice pres.; E. P. Wheeler, vice pres.; Mrs. S. B. Turner, sec.

Arpin Van Lines, Inc., Paul, 150 Manton Avenue, Providence, R.I.—Corporation: Adolphe J. Arpin, pres.; Louise M. Arpin, treas.; Milton J. Arpin, vice pres.; Paul G. Arpin, sec.

Atlantic-Gulf Shipping, Inc., 521 South Water Street, Tampa 2, Fla.—Corporation: Thomas H. Brady, pres.; Frances W. Brady, vice pres.; Selma G. Whitlow, sec. and treas.

Banho Shipping Corp., 115 Broad Street, New York 4, N.Y.—Vincent Cataldo, pres.; Luis Martinez, sec.-treas.

Bayport Shipping Corp., 220 West 42d Street, New York 36, N.Y.—Benjamin Hamalian, pres.; Hermine Hamalian, treas.

Castano, Jaime, 6046 Louisville Street, P.O. Box 12104, New Orleans, La.—Individual.

Catuir & Associates, Inc., 452 South Hill Street, Los Angeles 13, Calif.—Corporation: Jaime V. Catuir, pres.-general manager; Adelaide L. Catuir, vice pres.-treas.; Encarnacion M. Domingo, sec.

Convoys, Bobby Goodman, dba, 1133 Broadway, New York 10, N.Y.—Individual.

Curran, Frank T., 41 Coddington Avenue, New Dorp 6, Staten Island, N.Y.—Individual.

Dichmann, Wright & Pugh, Inc., 254 Granby Street, Norfolk 10, Va.—Corporation: W. P. Rudrow, pres.; W. S. Oberholtzer, vice pres.; P. R. MacCausland, treas.; Ernest Meyer, vice pres. and sec.; J. L. Bach, asst. sec.-asst. treas.; J. M. Levick, asst. sec.-asst. treas.

DiFeo, Jose Maria, 465 Washington Street, New York 13, N.Y.—Individual.

Dixie Forwarding Co., Inc., 5621 Clinton Drive, P.O. Box 578, Houston 1, Tex.—Corporation: L. H. Graves, pres.; E. E. Garrett, vice pres.; J. M. Fuentes, vice pres.; Joyce Osteen, sec.-treas.; Milton Schwartz, asst. sec.

Dixie Steamship Agency, Inc., 206 East Bay Street, Savannah, Ga.—Corporation: W. H. Colcock, pres. and treas.; Max L. Crosby, vice pres. and sec.; J. K. Kaufmann, Jr., director.

Duffy, Inc., Hugh A., 32 Broadway, New York 4 N.Y.—Corporation: Hugh A. Duffy, pres.; John B. Parry, vice pres.; A. W. Parry, director.

Empire Household Shipping Co. of N.Y., Inc., 117 Liberty Street, New York 6, N.Y.—Corporation: Lola R. Gould, vice pres. and sec.; Alan D. Gould, pres.

Estrella & Company, Inc., E., 253 Church Street, New York 13, N.Y.—Corporation: Edward Estrellado, pres.; Gloria E. Res-teiner, treas.; Carmen U. Estrellado, sec.

J. D. Express Delivery, Jozef Domaniecki, dba, 115 Garrison Street, Newark 5, N.J.—Individual.

Falcon Forwarding Co., J. Milton Liss, dba, 241 Church Street, New York 13, N.Y.—Individual.

Fitzgerald Company, Inc., 741 North Milwaukee Street, Milwaukee 2, Wis.—Corporation: Wyman W. Fitzgerald, pres., treas., and director; Walter J. Fitzgerald, director; Russell W. Brodie, vice pres., sec., and director.

General Air Freight, Inc., Cargo Building 80, Idlewild International Airport, Jamaica 30, N.Y.—Corporation: R. W. Hopes, pres.; John A. Vaill, vice pres.; F. D. Slaughter, asst. treas.; Sidney Weintraub, vice pres.; W. E. Robb, vice pres.

Hache, Joseph N., 366 Broadway, New York 13, N.Y.—Individual.

Hamanaka, Kenneth, 408 South Spring Street, Los Angeles 13, Calif.—Individual.

Heilpern, Lillian, 95 Broad Street, New York 4, N.Y.—Individual.

Higgins, Inc., William P., Building 162, Idlewild Airport, Jamaica 30, Long Island, N.Y.—Corporation: William P. Higgins, pres.; Mary A. Higgins, sec.-treas.; Margaret Higgins, vice pres.

International Shipping Co., 121 Hanover Street, P.O. Box 1693, Wilmington, N.C.—Partnership: James H. Batuyios, partner; Frances J. Batuyios, partner.

Key Freight Forwarders, Inc., P.O. Box 3221, Miami 1, Fla.—Corporation: Joseph Rosenberg, pres.; Sheldon Rosenberg, vice pres.; Sadie Rosenberg, sec.-treas.

Lann Greene Forwarding Co., Inc., 55 Laight Street, New York 13, N.Y.—Corporation: Irving Kornfeld, pres.; Rose Kornfeld, vice pres.; Manya K. Wessler, treas.; Serge A. Celestin, sec.

LaSalle Int'l Freight Forwarding Corp., 147 West 42d Street, New York, N.Y.—Corporation: Kurt Wasserman, pres.-director; Wilhelmina Wasserman, sec.-treas. and director; Henry Wasserman, director.

Latin American Shipping Co., Inc., 345 NE Second Avenue, Miami 32, Fla.—Corporation: Frank L. Patten, pres.; Francois R. Larrieu, vice pres.; Jorge E. Larrieu, treas.; Owen Freed, sec.

Mac Tavish & Son, 165 Jordan Avenue, San Francisco, Calif.—Partnership: D. Katherine Buckley, partner; Sara L. Thompson, partner.

Major Van Lines, Inc., 601 Ocean Avenue, Jersey City 5, N.J.—Corporation: Charles B. Carroll, Jr., pres.; Joseph W. Warren, sec.; Faye Warren, asst. sec.

Marjes Forwarding Corp., 300 Maspeth Avenue, Brooklyn 11, N.Y.—Meyer J. Butensky, pres.-director; Marvin F. Burten, vice pres.-director; Jess K. Burten, sec.-director; Henry J. Ankner, vice pres.-director.

Mittelstaedt, Galaviz & Mylin, Custom Brokers, 25 California Street, San Francisco 11, Calif.—Partnership: T. O. Mittelstaedt, partner; Armando Galaviz, partner; Gary Clifford Mylin, partner.

Muskegon Forwarding Co., P.O. Box 631, Muskegon, Mich.—Partnership: W. N. Hemmick, Jr., partner; R. D. McCrea, partner.

National Movers Co., Inc., Route S-3, East Rutherford, N.J.—Corporation: Joseph A. Holl, pres.-director; Paul Kempf, vice pres.-director; Alice Holl, sec.-director.

O'Hara, William A., 1 Wilson Avenue, Rutherford, N.J.—Individual.

Pacific Air Freight, Inc., 72 Marion Street, Seattle 4, Wash.—Corporation: Philip R. Gruger, pres.-director; Holt W. Webster, vice pres.-director; J. Vernon Williams, sec.-director; Robert Lamson, director.

Pacific Shipping Co. Buenaventura, Jose V., dba, 79 Wall Street, New York 5, N.Y.—Individual.

Palm Beach S/S Agency, Inc., 130 East Port Road, Riviera Beach, Fla.—Corporation: Earle Menges, pres.-treas.; George W. Fizell, vice pres.-sec.; Lloyd J. Parker, director; Frank B. Pullara, director; Robert E. Lund, director.

Palmer Consolidated Freight Forwarding Co., Robert H. Palmer, Jr., dba, 7740 Gratiot Avenue, Detroit 13, Mich.—Individual.

Panaco Shipping Corp., 521 Fifth Avenue, New York 17, N.Y.—Chester T. Krouse, pres.; Sarah Servideo, vice pres.; Jose M. Ahumada, treas.-sec. and general manager.

Patrick & Graves, L. H. Graves, dba, 5621 Clinton Drive, P.O. Box 578, Houston 1, Tex.—Individual.

Pose, Antonio O., 1450 Second Avenue, New York 21, N.Y.—Individual.

Roberts, Reilly & Sons, Inc., 120-52 Queens Boulevard, Kew Gardens 14, N.Y.—Corporation: George E. Roberts, pres.-director; Dorothea M. Roberts, sec.-treas. and director; Rudolph H. C. Freund, vice pres.-director.

O'Neal Robinson, Torve Gade No. 5, P.O. Box 1111, Charlotte Amalie, St. Thomas, V.I.—Individual.

Royal, Edward C., 342 Central Park West, New York, N.Y.—Individual.

Sack & Menendez, Inc., P.O. 936, Tampa, Fla.—Corporation: Francis M. Sack, pres.; Jose Menendez, sec.-treas.; Dalia Menendez, 1st vice pres.; Blossom T. Sack, 2d vice pres.

Schumm Traffic Agency, Inc., 26 Broadway, New York 4, N.Y.—Corporation: Henrietta M. Schumm, pres.; John C. Shavor, vice pres.; Louise D. Ahearn, sec.-treas.

Sherriff-Guerrigue, Inc., 811 First Avenue, Seattle 4, Wash.—Corporation: Chas. H. Sherriff, pres.; Milton C. Guerrigue, vice pres.; Gene C. Cameron, sec.; Sarah Sherriff, treas.

Stern, George, 33 South Gay Street, Baltimore 2, Md.—Individual.

Thornley & Pitt, Carl J. Madsen, dba, 619 Sansome Street, San Francisco 26, Calif.—Individual.

Transport Expeditors, Hudson Tarte, dba, 3507 Rainier Avenue, Seattle, Wash.—Individual.

United Drayage Co., Paul S. Beidleman, dba, 2425 Porter Street, Los Angeles 21, Calif.—Individual.

U.S. Truck Leasing Corp., 66 Murray Street, New York, N.Y.—Joseph A. Adams, pres.-director; Percy Marcus, vice pres.-director; Thos. J. Carley, sec.; James E. Reilly, treas.-asst. sec. and director.

Valls, Ralph, 303 Cortez Street, P.O. Box 904, Laredo, Tex.—Individual.

Vernon, Wilma J., dba, Vernon Forwarding Co., 6214 Lankershim Boulevard, North Hollywood, Calif.—Individual.

Persons knowing of any reason why any applicant should not receive a license are requested to communicate with the Director, Bureau of Domestic Regulation, Federal Maritime Commission, Washington 25, D.C. Protests should be filed within 60 days from the date of publication of this notice in the FEDERAL REGISTER.

Dated: July 23, 1962.

THOMAS LISI,
Secretary.

[F.R. Doc. 62-7353; Filed, July 25, 1962; 8:56 a.m.]

MAJOR FORWARDING CO., INC., AND PALMETTO SHIPPING CO., INC.

Notice of Agreement Filed for Approval

Notice is hereby given that the following agreement has been filed with the Federal Maritime Commission for approval pursuant to section 15 of the Shipping Act, 1916, as amended.

Agreement No. 8964 between Major Forwarding Company, Inc. (New York) and Palmetto Shipping Company, Inc. (Charleston, S.C.)

Under this agreement, Palmetto Shipping Company, Inc. will complete and file with the Custom House, export declarations on shipments of Major Forwarding which are loaded at Georgetown or Charleston, South Carolina. As compensation, Palmetto will receive \$3.00 per declaration, or a minimum fee of \$5.00.

Interested persons may inspect this agreement and obtain copies thereof at the Bureau of Domestic Regulation, Federal Maritime Commission, Washington 25, D.C., and may submit, within twenty days after publication of this notice in the FEDERAL REGISTER, written statements with reference to it, and their position as to approval, disapproval, or modification thereof, together with request for hearing should such hearing be desired.

By order of the Federal Maritime Commission.

Dated: July 23, 1962.

THOMAS LISI,
Secretary.

[F.R. Doc. 62-7354; Filed, July 25, 1962; 8:56 a.m.]

W. R. ZANES & CO. ET AL.

Notice of Agreements Filed for Approval

Notice is hereby given that the following agreements have been filed with the Federal Maritime Commission for approval pursuant to section 15 of the Shipping Act, 1916, as amended.

W. R. Zanes & Co. of La., Inc. (New Orleans), has entered into Agreement No. 8953 with Dieterle & Victory International Transport Co., Inc. (New York), Agreement No. 8954 with International Customs Service, Inc. (Los Angeles), Agreement No. 8956 with Inter Americas Shipping Co. (New York), Agreement No. 8957 with San Francisco Freight Forwarders, Inc. (San Francisco), Agreement No. 8958 with Jahrett Shipping, Inc. (New York), and Agreement No. 8961 with Express Forwarding & Storage Co., Inc. (New York).

The terms of the six agreements are identical. The parties will perform freight forwarding services for each other at their respective ports. Forwarding fees and compensation received from the ocean carrier on shipments handled under the agreement, will be divided between the parties after negotiation and agreement on each transaction.

Agreement No. 8959 between Universal Transcontinental Corp. (New York) and

Cavalier Shipping Company, Inc. (Norfolk), has the same terms as those of the six Zanes agreements.

Agreement No. 8962 between Lusk Shipping Company, Inc. (New Orleans) and T. A. Provence & Co. (Mobile), is a reciprocal arrangement under which the parties perform forwarding services for each other, dividing the ocean freight brokerage equally; the entire forwarding fee is retained by the party performing the service.

Agreement No. 8963 between Mohegan International Corp. of La. (Houston) and Major Forwarding Co., Inc. (New York), provides for the completion of the necessary documentation by Mohegan in connection with shipments referred to it by Major. On shipments of paper, paper products or woodpulp, Mohegan will receive one-third of the compensation received from the ocean carrier; on other shipments Mohegan's compensation will be one-third of the brokerage plus a minimum forwarding fee of \$5.00 and an additional 50 cents for passing the export declaration.

Interested persons may inspect these agreements and obtain copies thereof at the Bureau of Domestic Regulation, Federal Maritime Commission, Washington 25, D.C., and may submit, within twenty days after publication of this notice in the FEDERAL REGISTER, written statements with reference to them, and their position as to approval, disapproval, or modification thereof, together with request for hearing should such hearing be desired.

By order of the Federal Maritime Commission.

Dated: July 23, 1962.

THOMAS LISI,
Secretary.

[F.R. Doc. 62-7355; Filed, July 25, 1962;
8:56 a.m.]

FEDERAL POWER COMMISSION

[Docket No. CP62-262]

CITIES SERVICE GAS CO.

Notice of Application and Date of Hearing

JULY 19, 1962.

Take notice that on May 14, 1962, Cities Service Gas Company (Applicant), P.O. Box 1995, Oklahoma City, Oklahoma, filed in Docket No. CP62-262 an application pursuant to section 7(c) of the Natural Gas Act authorizing the construction and operation of 7.82 miles of 16-inch pipeline, replacing an equivalent length of 10-inch pipeline, and the construction and operation of 2,000 additional horsepower at its United Compressor Station, all as more fully set forth in the application on file with the Commission and open to public inspection.

Specifically Applicant proposes to construct and operate the following facilities:

Saginaw-Springfield System: 7.82 miles of 16-inch pipeline replacing an equivalent length of 10-inch line beginning at the east end of Applicant's present 16-inch pipeline in Christian County,

Missouri, and connecting with its present 16-inch pipeline in Greene County, Missouri.

United Compressor Station: a 2,000 horsepower addition to Applicant's United Compressor Station, Grant County, Kansas.

Applicant states that the proposed replacement of pipeline is required in order to meet the estimated peak day demands of its existing customers.

The application shows that the United Station presently has 1,100 compressor horsepower used to compress gas purchased by Applicant from United Producing Company, Inc. (United). Applicant states that the additional compression facilities are now required in order to handle the increased volumes of gas to be purchased from United by reason of Applicant's sale of gas to Cities Service Helex, Inc. (Helex). Applicant states further that it will use the 1,100 horsepower, presently used to compress the United gas, to compress gas purchased from Socony-Mobil Oil Company, Inc. (Socony) and Columbian Fuel Corporation (Columbian); Applicant is required to compress such volumes to 325 psig for delivery to Helex for processing.

The application shows the estimated cost of the proposed pipeline construction to be \$332,000 with a net salvage value of \$18,000; the estimated cost of the proposed compressor facilities is \$500,000. The total cost of the proposed facilities will be financed from treasury cash.

This matter is one that should be disposed of as promptly as possible under the applicable rules and regulations and to that end:

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act, and the Commission's rules of practice and procedure, a hearing will be held on August 30, 1962, at 9:30 a.m., e.d.s.t., in a Hearing Room of the Federal Power Commission, 441 G Street NW., Washington, D.C., concerning the matters involved in and the issues presented by such application: *Provided, however*, That the Commission may, after a non-contested hearing dispose of the proceedings pursuant to the provisions of section 1.30(c) (1) or (2) of the Commission's rules of practice and procedure. Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D.C., in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before August 20, 1962. Failure of any party to appear at and participate in the hearing shall be construed as waiver of and concurrence in omission herein of the intermediate decision procedure in cases where a request therefor is made.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 62-7329; Filed, July 25, 1962;
8:51 a.m.]

[Project No. 2100]

DEPARTMENT OF WATER RESOURCES, STATE OF CALIFORNIA

Mt. Diablo Meridian, California; Correction

JULY 19, 1962.

Notice of land withdrawal dated June 19, 1962, appearing in the FEDERAL REGISTER issued June 23, 1962 (27 F.R. 5971) column 2; the description under T. 22 N., R. 5 E., should read Sec. 33: Lot 4 instead of Sec. 32: Lot 4; the description in T. 20 N., R. 6 E., Sec. 8: should read S½NW¼, N½SW¼, instead of S½NW¼N½SW¼.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 62-7327; Filed, July 25, 1962;
8:51 a.m.]

[Docket No. CP62-173]

TOWN OF STEELE, ALABAMA

Order Permitting Intervention and Setting Date of Hearing

JULY 20, 1962.

Notice of the filing of the application, as supplemented, was issued in the above captioned section 7(a) proceeding on June 6, 1962. The last day for filing protests, requests for hearing or petitions to intervene was set as June 29, 1962.

Alabama Gas Corporation (Alabama Gas), an Alabama Corporation, having its principal offices in Birmingham, Alabama, filed a petition to intervene in this proceeding, April 23, 1962, and a request for hearing, June 18, 1962.

In its petition to intervene, Alabama Gas states generally that it could provide natural gas service to the town of Steele at lower rates than the proposed municipal system and that the proposed municipal system is not economically feasible. Alabama Gas also contends that as an existing customer of Southern Natural Gas Company (Southern), from whom the town of Steele proposes to purchase its gas supply, it will be affected by the economic feasibility or infeasibility of the proposed project.

An answer to the above-mentioned petition to intervene was filed by the town of Steele, May 10, 1962. The town of Steele states that it does not propose to grant a franchise to Alabama Gas in any event and that Alabama Gas' interests would be adequately represented by Southern.

Since Alabama Gas' ability and willingness to provide service to the town of Steele is therefore immaterial, intervention and participation by Alabama Gas must be limited to its other alleged interest.

We are of the view that since Alabama Gas is an existing customer of Southern, intervention by Alabama Gas, limited to its interests as such may be in the public interest.

The Commission finds: (1) Intervention by the Alabama Gas Corporation, limited to matters affecting its interests as an existing customer of Southern

Natural Gas Company, may be in the public interest.

The Commission orders:

(A) Alabama Gas Corporation is hereby permitted to intervene in the above-captioned proceeding, subject to the rules and regulations of the Commission: *Provided, however,* That the participation of said petitioner as intervenor shall be limited to matters affecting asserted rights and interests as a customer of Southern Natural Gas Company as specifically set forth in its petition to intervene, and provided further that the admission of said petitioner as an intervenor shall not be construed as recognition by the Commission that it might be aggrieved by any order or orders of the Commission entered in this proceeding.

(B) Pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act, and the Commission's rules of practice and procedure, a hearing will be held on September 17, 1962, at 10:00 a.m., e.d.s.t., in a Hearing Room of the Federal Power Commission, 441 G Street N.W., Washington, D.C., concerning the matters involved in and the issues presented by such application.

By the Commission.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 62-7328; Filed, July 25, 1962;
8:51 a.m.]

FEDERAL RESERVE SYSTEM UNITED CALIFORNIA BANK

Order Approving Merger of Banks

In the matter of the application of United California Bank for approval of merger with Farmers and Merchants Bank of Blythe.

There has come before the Board of Governors, pursuant to the Bank Merger Act of 1960 (12 U.S.C. 1828(c)), an application by United California Bank, Los Angeles, California, a member bank of the Federal Reserve System, for the Board's prior approval of the merger of that bank and Farmers and Merchants Bank of Blythe, Blythe, California, under the charter and title of the former and, as an incident to the merger, a branch would be operated at the location of Farmers and Merchants Bank of Blythe. Notice of the proposed merger, in form approved by the Board, has been published pursuant to said Act.

Upon consideration of all relevant material in the light of the factors set forth in said Act, including reports furnished by the Comptroller of the Currency, the Federal Deposit Insurance Corporation, and the Department of Justice on the competitive factors involved in the proposed merger,

It is hereby ordered, For the reasons set forth in the Board's Statement¹ of

¹ Filed as part of the original document. Copies available upon request to the Board of Governors of the Federal Reserve System, Washington 25, D.C., or to the Federal Reserve Bank of San Francisco.

this date, that said application be and hereby is approved, provided that said merger shall not be consummated (a) within seven calendar days after the date of this Order or (b) later than three months after said date.

Dated at Washington, D.C., this 20th day of July 1962.

By order of the Board of Governors.

[SEAL] MERRITT SHERMAN,
Secretary.

[F.R. Doc. 62-7300; Filed, July 25, 1962;
8:46 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[File No. 1-4583]

PRECISION MICROWAVE CORP.

Order Summarily Suspending Trading

JULY 20, 1962.

The Common Stock, par value \$1, of Precision Microwave Corp., being listed and registered on the American Stock Exchange, a national securities exchange; and

The Commission being of the opinion that the public interest requires the summary suspension of trading in such security on such Exchange and that such action is necessary and appropriate for the protection of investors; and

The Commission being of the opinion further that such suspension is necessary in order to prevent fraudulent, deceptive or manipulative acts or practices, with the result that it will be unlawful under section 15(c) (2) of the Securities Exchange Act of 1934 and the Commission's rule 15c2-2 thereunder for any broker or dealer to make use of the mails or of any means or instrumentality of interstate commerce to effect any transaction in, or to induce or attempt to induce the purchase or sale of such security, otherwise than on a national securities exchange;

It is ordered, Pursuant to section 19(a) (4) of the Securities Exchange Act of 1934 that trading in said security on the American Stock Exchange be summarily suspended in order to prevent fraudulent deceptive or manipulative acts or practices, this order to be effective for a period of ten (10) days, July 23, 1962, to August 1, 1962, both dates inclusive.

By the Commission.

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 62-7314; Filed, July 25, 1962;
8:49 a.m.]

[File No. 1-3445]

E. L. BRUCE CO., INC.

Order Summarily Suspending Trading

JULY 20, 1962.

The common stock, par value \$1, of E. L. Bruce Co. (Incorporated), being listed and registered on the American Stock Exchange, a national securities exchange; and

The Commission being of the opinion that the public interest requires the summary suspension of trading in such security on such Exchange and that such action is necessary and appropriate for the protection of investors; and

The Commission being of the opinion further that such suspension is necessary in order to prevent fraudulent, deceptive or manipulative acts or practices, with the result that it will be unlawful under section 15(c) (2) of the Securities Exchange Act of 1934 and the Commission's rules 15c2-2 thereunder for any broker or dealer to make use of the mails or of any means or instrumentality of interstate commerce to effect any transaction in, or to induce or attempt to induce the purchase or sale of such security, otherwise than on a national securities exchange;

It is ordered, Pursuant to section 19(a) (4) of the Securities Exchange Act of 1934 that trading in said security on the American Stock Exchange be summarily suspended in order to prevent fraudulent, deceptive or manipulative acts or practices, this order to be effective for a period of ten (10) days, July 23, 1962, to August 1, 1962, both dates inclusive.

By the Commission.

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 62-7315; Filed, July 25, 1962;
8:50 a.m.]

[File No. 24A-1488]

ANTILLES ELECTRONICS CORP.

Order Temporarily Suspending Exemption, Statement of Reasons Therefor and Notice of Opportunity for Hearing

JULY 19, 1962.

I. Antilles Electronics Corporation (Issuer) San Lorenzo, Puerto Rico, a Puerto Rico corporation, filed with the Commission on May 8, 1961, a notification on Form 1-A and an offering circular relating to a proposed public offering of 100,000 shares of \$.10 par value Class A common stock at \$3.00 per share for an aggregate amount of \$266,454, for the purpose of obtaining an exemption from the registration requirements of the Securities Act of 1933, as amended, pursuant to the provisions of section 3(b) and Regulation A promulgated thereunder. 11,182 shares were reserved for issuance without cost to previous purchasers of common stock at \$5.00 per share. Fraser & Company, Inc., Fidelity-Philadelphia Trust Building, Philadelphia 9, Pennsylvania, was named as underwriter on a best efforts basis. The offering was commenced as of July 12, 1961.

II. The Commission has reasonable cause to believe that:

A. The terms and conditions of Regulation A have not been complied with in that the issuer has failed to file a report on Form 2-A, as required.

B. The offering circular contains untrue statements of material facts and omits to state material facts necessary in order to make the statements made in

the light of the circumstances under which they are made not misleading, concerning, among other things:

1. The failure to use the offering proceeds for the purposes set out in the offering circular.

2. The failure to disclose material transactions between the issuer and the underwriter which resulted in the offering proceeds being used by the underwriter for its own benefit.

3. The failure to comply with the terms of the underwriting agreement as set out in the offering circular.

C. The issuer and the underwriter have failed to cooperate in that they failed to report the number of shares sold and to state the purposes for which the offering proceeds received were used.

D. The offering was made in violation of section 17(a) of the Securities Act of 1933, as amended.

III. It is ordered, Pursuant to Rule 261(a) of the general rules and regulations under the Securities Act of 1933, as amended, that the exemption under Regulation A be, and it hereby is, temporarily suspended.

Notice is hereby given that any person having any interest in the matter may file with the Secretary of the Commission a written request for hearing within thirty days after the entry of this order; that within twenty days after receipt of such request the Commission will, or at any time upon its own motion may, set the matter down for the hearing at a place to be designated by the Commission for the purpose of determining whether this order of suspension should be vacated or made permanent, without prejudice, however, to the consideration and presentation of additional matters at the hearing; that if no hearing is requested and none is ordered by the Commission, this order shall become permanent on the thirtieth day after its entry and shall remain in effect unless or until it is modified or vacated by the Commission; and that notice of the time and place for any hearing will be promptly given by the Commission.

By the Commission.

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 62-7316; Filed, July 25, 1962;
8:50 a.m.]

[File No. 811-1031]

VENTURE FUND, INC.

Notice of Filing of Applications for Order Declaring That Company Has Ceased To Be an Investment Company

JULY 19, 1962.

Notice is hereby given that Venture Fund, Incorporated ("Applicant"), 133 South Seventh Street, Minneapolis 2, Minnesota organized under Minnesota law and an open-end non-diversified investment company has filed an application under section 8(f) of the Investment Company Act of 1940 ("Act") for an order declaring that the Applicant has ceased to be an investment company.

Applicant makes the following representation in its application:

The company now has fourteen shareholders and has never had in excess of that number. It has no present intention of making any public offering of its shares of common stock and thus does not presently contemplate that its outstanding securities will be beneficially owned by more than one-hundred persons in the foreseeable future. A Registration Statement filed under the Securities Act of 1933 was later withdrawn at the request of the Applicant.

Section 8(f) of the Act provides, in part, that whenever the Commission upon application finds that an investment company has ceased to be an investment company, it shall so declare by order and that upon the taking effect of such order the registration of such company shall cease to be in effect.

Notice is further given that any interested person may, not later than August 2, 1962, at 5:30 p.m., submit to the Commission in writing a request for a hearing on the matter accompanied by a statement as to the nature of his interest, the reason for such request and the issues of fact or law proposed to be controverted, or he may request that he be notified if the Commission should order a hearing thereon. Any such communication should be addressed: Secretary, Securities and Exchange Commission, Washington 25, D.C. A copy of such request shall be served personally or by mail (air mail if the person being served is located more than 500 miles from the point of mailing) upon Applicant. Proof of such service (by affidavit or in case of an attorney-at-law by certificate) shall be filed contemporaneously with the request. At any time after said date, as provided by Rule 0-5 of the rules and regulations promulgated under the Act, an order disposing of the application herein may be issued by the Commission upon the basis of the showing contained in said application, unless an order for hearing upon said application shall be issued upon request or upon the Commission's own motion.

By the Commission.

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 62-7318; Filed, July 25, 1962;
8:50 a.m.]

SMALL BUSINESS ADMINISTRATION

[Declaration of Disaster Area 391]

SOUTH DAKOTA

Declaration of Disaster Area

Whereas, it has been reported that during the months of June and July 1962, because of the effects of certain disasters, damage resulted to residences and business property located in Meade, Lawrence and Pennington Counties in the State of South Dakota;

Whereas, the Small Business Administration has investigated and has received other reports of investigations of conditions in the areas affected;

Whereas, after reading and evaluating reports of such conditions, I find that the conditions in such areas constitute a catastrophe within the purview of the Small Business Act.

Now, therefore, as Administrator of the Small Business Administration, I hereby determine that:

1. Applications for disaster loans under the provisions of section 7(b) (1) of the Small Business Act may be received and considered by the Offices below indicated from persons or firms whose property, situated in the aforesaid Counties and areas adjacent thereto, suffered damage or destruction resulting from rain and flood and accompanying conditions occurring on or about June 15 and July 13, 1962.

OFFICES

Small Business Administration Regional Office,
Lewis Building,
603 Second Avenue, South,
Minneapolis 2, Minn.

Small Business Administration Branch Office,
Leaders Building,
109½ North Main Avenue,
Sioux Falls, S. Dak.

2. A temporary office will be established at Rapid City, South Dakota, address to be announced locally.

3. Applications for disaster loans under the authority of this Declaration will not be accepted subsequent to January 31, 1963.

Dated: July 16, 1962.

JOHN E. HORNE,
Administrator.

[F.R. Doc. 62-7319; Filed, July 25, 1962;
8:50 a.m.]

DEPARTMENT OF THE INTERIOR

Bureau of Land Management ARIZONA

Notice of Termination of Proposed Withdrawal and Reservation of Lands

Notice of an application Serial Number Arizona 09390, for withdrawal and reservation of lands was published as Federal Register Document No. 62-4757 on page 4707 of the issue for May 17, 1962. The Forest Service, U.S. Department of Agriculture has canceled its application insofar as it involved the lands described below. Therefore, pursuant to the regulations contained in 43 CFR Part 295, such lands will be at 10 a.m., on August 17, 1962, relieved of the segregative effect of the above-mentioned application.

The lands involved in the notice of termination are:

GILA AND SALT RIVER, MERIDIAN, ARIZONA
FOREST HIGHWAY NO. 3

T. 21 N., R. 7 E.
Sec. 33, W½NW¼NW¼, W½E½W½NW¼.

The above described lands comprise 40 acres.

FRED J. WEILER,
State Director.

JULY 18, 1962.

[F.R. Doc. 62-7320; Filed, July 25, 1962;
8:50 a.m.]

CALIFORNIA

Notice of Proposed Withdrawal and
Reservation of Lands; Correction

JULY 20, 1962.

The notice of proposed withdrawal and reservation of lands published on page 6645 of the FEDERAL REGISTER, issued for Thursday, July 12, 1962 (F.R. Doc. 62-6784; Filed, July 11, 1962; 8:47 a.m.) is hereby corrected as to location of land by deleting Inyo County and replacing it with San Bernardino County.

OLIVER W. JOHNSON, Jr.,
Acting Manager.

[F.R. Doc. 62-7311; Filed, July 25, 1962;
8:49 a.m.]

NEVADA

Notice of Filing of Nevada Protraction
Diagrams

JULY 20, 1962.

Notice is hereby given that effective August 20, 1962, the following protraction diagrams, Numbers 15 through 31 approved May 16, 1962; Number 32 approved July 5, 1962; Numbers 33 through 41 approved May 16, 1962; Numbers 42 through 52 approved March 21, 1962; Numbers 53 through 70 approved June 15, 1962, are officially filed of record in the Nevada Land Office. In accordance with Title 43, Code of Federal Regulations, these protractions will become the basic record for describing the land for all authorized purposes at and after 10 a.m. of the above effective date. Until this date and time, the diagrams have been placed in the open files and are available to the public for information only.

NEVADA PROTRACTION DIAGRAMS NOS. 15
THROUGH 70

MOUNT DIABLO MERIDIAN

No. 15

T. 34 N., R. 28 E. T. 34 N., R. 30 E.
T. 35 N., R. 28 E. T. 35 N., R. 30 E.
T. 34 N., R. 29 E. T. 35½ N., R. 28 E.
T. 35 N., R. 29 E. T. 35½ N., R. 29 E.

No. 16

T. 31 N., R. 25 E. T. 32 N., R. 26 E.
T. 32 N., R. 25 E. T. 31 N., R. 27 E.
T. 31 N., R. 26 E. T. 32 N., R. 27 E.

No. 17

T. 31 N., R. 28 E. T. 33 N., R. 29 E.
T. 33 N., R. 28 E.

No. 18

T. 33 N., R. 26 E. T. 33 N., R. 27 E.
T. 34 N., R. 26 E. T. 34 N., R. 27 E.
T. 35 N., R. 26 E. T. 35 N., R. 27 E.
T. 35½ N., R. 26 E. T. 35½ N., R. 27 E.

No. 19

T. 33 N., R. 24 E. T. 34 N., R. 25 E.
T. 33½ N., R. 24 E. T. 35 N., R. 25 E.
T. 34 N., R. 24 E. T. 35½ N., R. 25 E.

No. 20

T. 6 N., R. 57 E. T. 7 N., R. 58 E.
T. 7 N., R. 57 E. T. 7 N., R. 59 E.
T. 6 N., R. 58 E.

No. 21

T. 8 N., R. 59 E. T. 8 N., R. 60 E.
T. 9 N., R. 59 E. T. 9 N., R. 60 E.
T. 10 N., R. 59 E. T. 10 N., R. 60 E.

T. 8 N., R. 57 E.
T. 8 N., R. 58 E.

T. 4 N., R. 57 E.
T. 5 N., R. 57 E.
T. 4 N., R. 58 E.

T. 3 N., R. 55 E.
T. 3 N., R. 56 E.

T. 1 N., R. 54 E.
T. 2 N., R. 54 E.

T. 16 S., R. 61 E.

T. 12½ S., R. 61 E.
T. 13 S., R. 61 E.
T. 14 S., R. 61 E.
T. 15 S., R. 61 E.

T. 13½ S., R. 63 E.
T. 14 S., R. 63 E.
T. 15 S., R. 63 E.
T. 13 S., R. 64 E.

T. 18 N., R. 36 E.

T. 16 N., R. 36 E.
T. 16 N., R. 37 E.

T. 33 N., R. 68 E.
T. 34 N., R. 68 E.
T. 33 N., R. 69 E.

T. 16 N., R. 25 E.
T. 17 N., R. 26 E.

T. 16 N., R. 30 E.
T. 17 N., R. 30 E.
T. 16 N., R. 31 E.

T. 15 N., R. 27 E.
T. 16 N., R. 28 E.

T. 12 N., R. 30 E.
T. 12 N., R. 31 E.

T. 4 N., R. 70 E.
T. 4 N., R. 71 E.

T. 32 N., R. 65 E.
T. 33 N., R. 65 E.

T. 25 N., R. 41 E.
T. 25 N., R. 42 E.
T. 25 N., R. 43 E.

T. 22 N., R. 42 E.

T. 24 N., R. 41 E.
T. 23 N., R. 42 E.
T. 24 N., R. 42 E.

T. 18 S., R. 65 E.
T. 19 S., R. 65 E.
T. 18 S., R. 66 E.
T. 19 S., R. 66 E.

T. 13 S., R. 45 E.
T. 14 S., R. 45 E.
T. 13 S., R. 46 E.

No. 22

T. 9 N., R. 58 E.
T. 10 N., R. 58 E.

No. 23

T. 5 N., R. 58 E.
T. 4 N., R. 59 E.
T. 5 N., R. 59 E.

No. 24

T. 4 N., R. 56 E.

No. 25

T. 2 N., R. 55 E.
T. 2 N., R. 56 E.

No. 26

T. 16 S., R. 62 E.

No. 27

T. 12½ S., R. 62 E.
T. 13 S., R. 62 E.
T. 14 S., R. 62 E.
T. 15 S., R. 62 E.

No. 28

T. 13½ S., R. 64 E.
T. 14 S., R. 64 E.
T. 15 S., R. 64 E.

No. 29

T. 20 N., R. 37 E.

No. 30

T. 17 N., R. 37 E.
T. 17 N., R. 38 E.

No. 31

T. 34 N., R. 69 E.
T. 35 N., R. 69 E.
T. 34 N., R. 70 E.

No. 32

T. 16 N., R. 27 E.
T. 17 N., R. 27 E.

No. 33

T. 17 N., R. 31 E.
T. 18 N., R. 31 E.

No. 34

T. 16 N., R. 29 E.

No. 35

T. 13 N., R. 31 E.

No. 36

T. 5 N., R. 71 E.

No. 37

T. 34 N., R. 65 E.

No. 38

T. 26 N., R. 43 E.
T. 25 N., R. 44 E.
T. 26 N., R. 44 E.

No. 39

T. 22 N., R. 43 E.

No. 40

T. 23 N., R. 43 E.
T. 24 N., R. 43 E.
T. 24 N., R. 44 E.

No. 41

T. 20 S., R. 66 E.
T. 21 S., R. 66 E.
T. 19 S., R. 66½ E.

No. 42

T. 14 S., R. 46 E.
T. 15 S., R. 46 E.

T. 14 S., R. 47 E.
T. 15 S., R. 47 E.
T. 16 S., R. 47 E.
T. 13 S., R. 47½ E.

T. 13 S., R. 49 E.
T. 14 S., R. 49 E.

T. 13 S., R. 51 E.
T. 14 S., R. 51 E.
T. 15 S., R. 51 E.

T. 15 S., R. 55 E.

T. 13 S., R. 53 E.
T. 14 S., R. 53 E.
T. 15 S., R. 53 E.

T. 13 S., R. 55 E.
T. 14 S., R. 55 E.
T. 13 S., R. 55½ E.

T. 12½ S., R. 60 E.
T. 13 S., R. 59 E.
T. 14 S., R. 59 E.

T. 13 S., R. 57 E.
T. 14 S., R. 57 E.

T. 15 S., R. 57 E.
T. 16 S., R. 57 E.

T. 15 S., R. 59 E.
T. 16 S., R. 59 E.

T. 47 N., R. 61 E.

T. 23 N., R. 68 E.
T. 24 N., R. 68 E.

T. 21 N., R. 67 E.
T. 22 N., R. 67 E.

T. 7 N., R. 68 E.
T. 6 N., R. 69 E.
T. 7 N., R. 69 E.

T. 10 N., R. 68 E.
T. 11 N., R. 68 E.
T. 10 N., R. 69 E.

T. 8 N., R. 68 E.
T. 9 N., R. 68 E.
T. 8 N., R. 69 E.
T. 9 N., R. 69 E.

T. 9 N., R. 67 E.

T. 1 N., R. 35 E.
T. 2 N., R. 35 E.

T. 4 N., R. 35 E.
T. 4 N., R. 36 E.

T. 4 N., R. 37 E.
T. 4 N., R. 37 E.
T. 4 N., R. 38 E.

No. 43

T. 13 S., R. 48 E.
T. 14 S., R. 48 E.
T. 15 S., R. 48 E.

No. 44

T. 13 S., R. 50 E.
T. 14 S., R. 50 E.

No. 45

T. 13 S., R. 52 E.
T. 14 S., R. 52 E.
T. 15 S., R. 52 E.

No. 46

T. 15 S., R. 55½ E.

No. 47

T. 13 S., R. 54 E.
T. 14 S., R. 54 E.
T. 15 S., R. 54 E.

No. 48

T. 14 S., R. 55½ E.
T. 13 S., R. 56 E.
T. 14 S., R. 56 E.

No. 49

T. 13 S., R. 60 E.
T. 14 S., R. 60 E.

No. 50

T. 13 S., R. 58 E.
T. 14 S., R. 58 E.

No. 51

T. 15 S., R. 58 E.
T. 16 S., R. 58 E.

No. 52

T. 15 S., R. 60 E.
T. 16 S., R. 60 E.

No. 53

No. 54

T. 25 N., R. 68 E.

No. 55

T. 22 N., R. 68 E.

No. 56

T. 7 N., R. 70 E.
T. 6 N., R. 71 E.
T. 7 N., R. 71 E.

No. 57

T. 11 N., R. 69 E.
T. 12 N., R. 69 E.
T. 10 N., R. 70 E.

No. 58

T. 9½ N., R. 69 E.
T. 8 N., R. 70 E.
T. 8 N., R. 71 E.
T. 9 N., R. 71 E.

No. 59

T. 10 N., R. 67 E.

No. 60

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Copies of these diagrams are for sale at one dollar (\$1.00) each by the Nevada Land Office, Bureau of Land Management, Post Office Box No. 1551, Reno, Nevada.

H. CURT HAMMITT,
Manager.

[F. R. Doc. 62-7304; Filed July 25, 1962;
8:48 a.m.]

[NM 0301933]

NEW MEXICO

Notice of Proposed Withdrawal and Reservation of Lands

JULY 18, 1962.

The United States Department of the Interior, Bureau of Indian Affairs, has filed an application, Serial Number NM 0301933, for the withdrawal of the lands described below, from all forms of appropriation under the public land laws, including the general mining and mineral leasing laws. The applicant desires the land for establishment of facilities to accommodate the Ojo Encino School for Navajo Children.

For a period of 30 days from the date of publication of this notice, all persons who wish to submit comments, suggestions, or objections in connection with the proposed withdrawal may present their views in writing to the undersigned officer of the Bureau of Land Management, Department of the Interior, P.O. Box 1251, Santa Fe, New Mexico.

If circumstances warrant it, a public hearing will be held at a convenient time and place, which will be announced.

The determination of the Secretary on the application will be published in the

FEDERAL REGISTER. A separate notice will be sent to each interested party of record.

The lands involved in the application are:

NEW MEXICO PRINCIPAL MERIDIAN

T.20 N., R. 5 W.,
Sec. 22, N½SE¼SE¼, NE¼SE¼.

The land described contains, in the aggregate, 60.00 acres.

CHESLEY P. SEELY,
State Director.

[F.R. Doc. 62-7310; Filed, July 25, 1962;
8:49 a.m.]

Bureau of Indian Affairs

WASHINGTON

Transfer of Kalispel, Muckleshoot, Nisqually and Squaxin Island Indian Reservations Land Records to Portland Area Office

JULY 20, 1962.

In accordance with 25 CFR Part 120 and pursuant to authority delegated by Amendment No. 49 to Secretarial Order 2508 (26 F.R. 11395), notice is hereby given that all source title documents and land records pertaining to trust or restricted Indian-owned lands on the Kalispel, Muckleshoot, Nisqually and Squaxin Island Indian Reservations in the State of Washington, have been transferred from the City of Washington, D.C., to the Portland Area Office, Bureau of Indian Affairs, 1002 NE, Holliday Street, Portland 8, Oregon.

Effective August 1, 1962, the Portland Area Office will be the office for the maintenance of records for all such trust and restricted lands.

JOHN O. CROW,
Deputy Commissioner.

[F.R. Doc. 62-7305; Filed, July 25, 1962;
8:48 a.m.]

WASHINGTON

Transfer of Rosebud Indian Reservation Land Records to Aberdeen Area Office

JULY 20, 1962.

In accordance with 25 CFR Part 120 and pursuant to authority delegated by Amendment No. 49 to Secretarial Order 2508 (26 F.R. 11395), notice is hereby given that all source title documents and land records pertaining to trust or restricted Indian-owned lands on the Rosebud Indian Reservation in the State of South Dakota, have been transferred from the City of Washington, D.C., to the Aberdeen Area Office, Bureau of Indian Affairs, 820 South Main Street, Aberdeen, South Dakota.

Effective August 1, 1962, the Aberdeen Area Office will be the office for the maintenance of records for all trust and restricted lands on the Rosebud Reservation.

JOHN O. CROW,
Deputy Commissioner.

[F.R. Doc. 62-7306; Filed, July 25, 1962;
8:48 a.m.]

Office of the Secretary

C. R. LEEVER

Statement of Changes in Financial Interests

In accordance with the requirements of section 710(b) (6) of the Defense Production Act of 1950, as amended, and Executive Order 10647 of November 28, 1955, the following changes have taken place in my financial interests during the past six months: No change.

This statement is made as of June 25, 1962.

Dated: June 25, 1962.

C. R. LEEVER.

[F.R. Doc. 62-7308; Filed, July 25, 1962;
8:48 a.m.]

RIGGS SHEPPERD

Statement of Changes in Financial Interests

In accordance with the requirements of section 710(b) (6) of the Defense Production Act of 1950, as amended, and Executive Order 10647 of November 28, 1955, the following changes have taken place in my financial interests during the past six months:

- (1) None.
- (2) None.
- (3) Marine Capital Corp., Fidelity Capital Fund, Aileen Inc., Independent Telephone Corp.
- (4) None.

This statement is made as of June 15, 1962.

Dated: June 15, 1962.

RIGGS SHEPPERD.

[F.R. Doc. 62-7309; Filed, July 25, 1962;
8:48 a.m.]

ALAN A. WOODWARD

Statement of Changes in Financial Interests

In accordance with the requirements of section 710(b) (6) of the Defense Production Act of 1950, as amended, and Executive Order 10647 of November 28, 1955, the following changes have taken place in my financial interests during the past six months: No changes.

This statement is made as of July 9, 1962.

Dated: July 9, 1962.

ALAN A. WOODWARD.

[F.R. Doc. 62-7307; Filed, July 25, 1962;
8:48 a.m.]

DEPARTMENT OF JUSTICE

Office of Alien Property

MARIA CSEPREGHY KLUGE ET AL.

Notice of Intention To Return Vested Property

Pursuant to section 32(f) of the Trading With the Enemy Act, as amend-

ed, notice is hereby given of intention to return, on or after 30 days from the date of publication hereof, the following property, subject to any increase or decrease resulting from the administration thereof prior to return, and after adequate provision for taxes and conservatory expenses:

Claimant, Claim No., Property, and Location

Mrs. Maria Csepregy Kluge, 42 Braemar Avenue, Toronto, Ontario, Canada; \$46.61 in the Treasury of the United States.

Mrs. Rosemarie Huston, 8210 Outremont Avenue, Montreal 15, Quebec, Canada; \$46.61 in the Treasury of the United States.

Frederick Whitehead, 220 Eglinton East, Toronto, Ontario, Canada; \$46.61 in the Treasury of the United States. Claim No. 63995. Vesting Order No. 14236.

Executed at Washington, D.C., on July 20, 1962.

For the Attorney General.

[SEAL]

PAUL V. MYRON,
Deputy Director,
Office of Alien Property.

[F.R. Doc. 62-7330; Filed, July 25, 1962;
8:51 a.m.]

INTERSTATE COMMERCE COMMISSION

FOURTH SECTION APPLICATIONS FOR RELIEF

JULY 23, 1962.

Protests to the granting of an application must be prepared in accordance with Rule 40 of the general rules of practice (49 CFR 1.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA No. 37839: *Substituted service—CRI&P for Bekins Van Lines Co.* Filed by Household Goods Carriers' Bureau, Agent (No. 56), for interested carriers. Rates on property loaded in highway trailers and transported on railroad flat cars, between Chicago, Ill., on the one hand, and Denver, Colo., Kansas City, Kans., Omaha, Nebr., Tucumcari, N. Mex., Oklahoma City, Okla., Amarillo, Dallas, Fort Worth, and Houston, Tex.,

on the other, on traffic originating at or destined to such points or points beyond as described in the application.

Grounds for relief: Motor-truck competition.

Tariff: Household Goods Carriers' Bureau tariff M.F.-I.C.C. 107.

FSA No. 37840: *Substituted service—CRI&P for United Van Lines, Inc.* Filed by Household Goods Carriers' Bureau, agent (No. 57), for interested carriers. Rates on property loaded in highway trailers and transported on railroad flat cars, between Chicago, Ill., on the one hand, and Denver, Colo., Kansas City, Kans., St. Paul, Minn., Amarillo and Dallas, Tex., on the other, on traffic originating at or destined to such points or points beyond as described in the application.

Grounds for relief: Motor-truck competition.

Tariff: Household Goods Carriers' Bureau tariff M.F.-I.C.C. 107.

FSA No. 37841: *Iron or steel articles from Ashland, Ky., to Laurel, Miss.* Filed by O. W. South, Jr., Agent (No. A4210), for interested rail carriers. Rates on iron or steel articles, viz: bars or rods, noibn, plate or sheet, noibn, galvanized, painted or plain, corrugated or not corrugated, in carloads, from Ashland, Ky., to Laurel, Miss.

Grounds for relief: Barge-rail and market competition.

Tariff: Supplement 41 to Southern Freight Association tariff I.C.C. S-163.

FSA No. 37842: *Seeds from and to points in Wyoming.* Filed by Western Trunk Line Committee, Agent (No. A-2264), for interested rail carriers. Rates on seeds, in carloads, between specified points in Wyoming, on the one hand, and points in southern, southwestern and official (including Illinois) territories, on the other.

Grounds for relief: Market competition, modified short-line distance formula and grouping.

Tariffs: Supplement 40 to Western Trunk Line Committee tariff I.C.C. A-4396, and 5 other schedules named in the application.

By the Commission.

[SEAL]

HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 62-7326; Filed, July 25, 1962;
8:51 a.m.]



Telephone

WOrth 3-3261

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CUMULATIVE CODIFICATION GUIDE—JULY

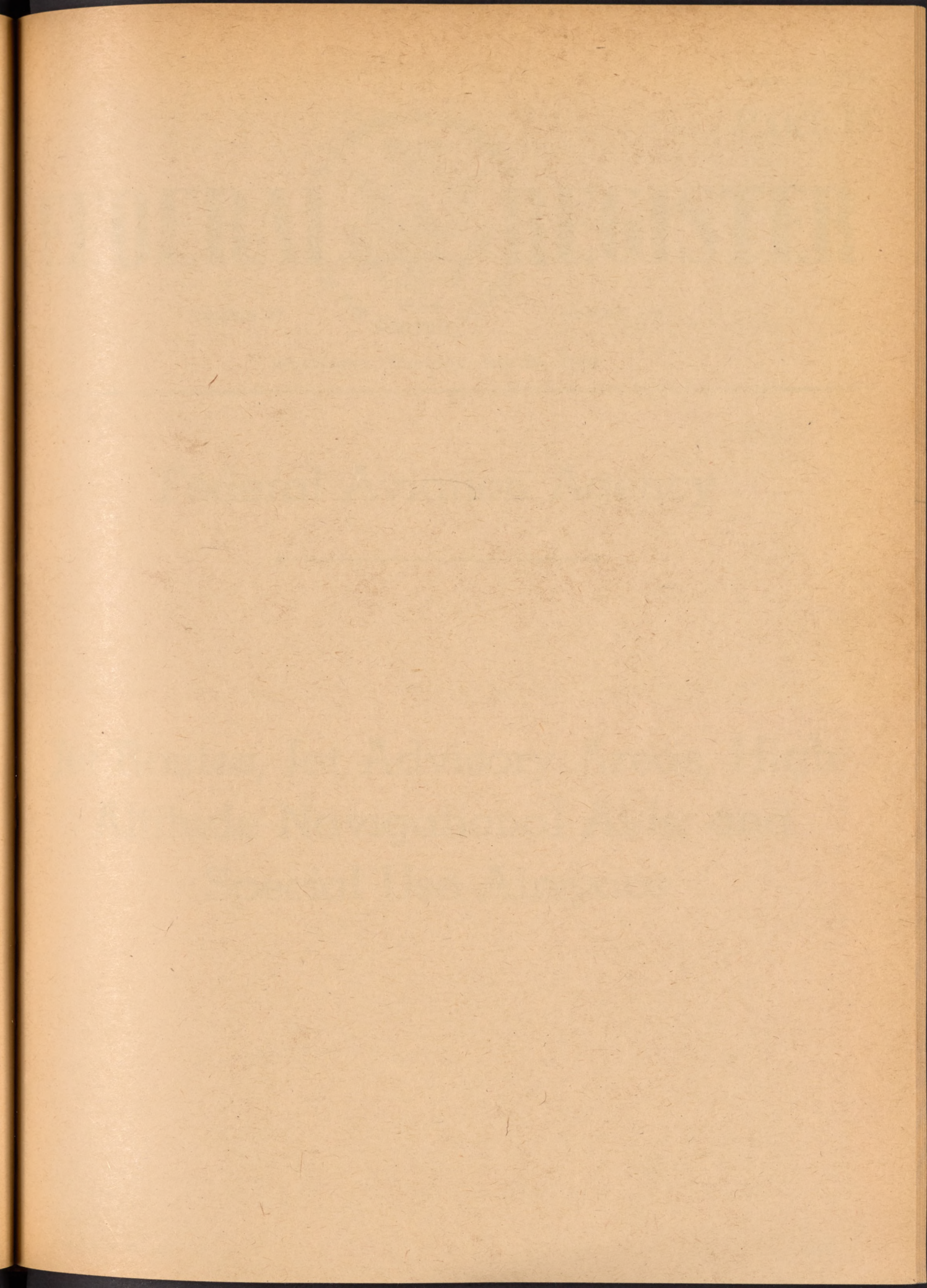
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FEDERAL REGISTER
OF THE UNITED STATES
1934
VOLUME 27
NUMBER 144

Washington, Thursday, July 26, 1962

Federal Aviation Agency

•—————•

Jet Routes, Jet Advisory Areas, High
Altitude Navigational Aids; and
Special Use Airspace

Title 14—AERONAUTICS AND SPACE**Chapter III—Federal Aviation Agency****SUBCHAPTER E—AIR NAVIGATION REGULATIONS**

[Airspace Docket No. 62-WA-76]

PART 602—DESIGNATION OF JET ROUTES, JET ADVISORY AREAS, AND HIGH ALTITUDE NAVIGATIONAL AIDS**Revision of Part**

The following revision of Part 602 of the regulations of the Administrator is adopted for the purpose of combining, in one single document, all amendments which have been previously published by the Administrator of the Federal Aviation Agency in the **FEDERAL REGISTER**, and which were effective prior to June 30, 1962. In addition, pending amendments are listed below the appropriate section and include the effective date and the **FEDERAL REGISTER** citation. Since this revision does not involve any substantive changes, compliance with the notice, public procedure, and effective date provisions of section 4 of the Administrative Procedure Act is not required.

Pursuant to the authority delegated to me by the Administrator (25 F.R. 12582), this revision to Part 602 is effective upon publication in the **FEDERAL REGISTER**.

(Sec. 307(a), 72 Stat. 749; 49 U.S.C. 1348)

Issued in Washington, D.C., on July 9, 1962.

D. D. THOMAS,
Director, Air Traffic Service.

PART 602-DESIGNATION OF JET ROUTES, JET ADVISORY AREAS,
AND HIGH ALTITUDE NAVIGATIONAL AIDS

Subpart A - Introduction

Sec.

- 602.1 Basis and purpose.
- 602.2 Explanation of terms.
- 602.3 Direction of jet routes.
- 602.9 Designation of high altitude navigational aids
- 602.10 Designation of jet routes.
- 602.50 Extent of jet advisory areas.
- 602.60 Designation of jet advisory areas

Subpart B - Jet Routes

Sec.

- 602.100 Jet Routes

Subpart C - Jet Advisory Areas

Sec.

- 602.200 Enroute jet advisory areas.
- 602.300 Terminal jet advisory areas.

SUBPART A - INTRODUCTION

§ 602.1 Basis and purpose. The basis of this part is found in § 307 and § 1110 of the Federal Aviation Act of 1958. The purpose of this part is to designate jet routes between high altitude navigational aids or inter-sections of their signals, along which aircraft may be operated at and above flight level 240; and to designate jet advisory areas along specified jet route segments, VOR/VORTAC radials, bearings from L/MF navigational facilities, direct courses between high altitude navigational facilities, centerlines of control area extensions, or in the vicinity of specified geographical locations.

AMENDMENTS 9/21/61 26 F.R. 7079 (Rewritten);

§ 602.2 Explanation of terms. As used in this part terms shall be defined as follows:

"Bearings" and "radials" are True and from the point of origin.

"CONSOLAN" means low frequency long-range navigational aid.

"Continental Control Area" The Continental Control area consists of the airspace of the continental United States at and above 14,500 feet MSL but excludes: (1) the State of Alaska, (2) the airspace less than 1,500 feet above terrain, and (3) prohibited and restricted areas except those restricted areas specified in Subpart H of Part 601 of this title.

"E" means east.

"FL" means Flight Level, a level of constant atmospheric pressure related to a reference datum of 29.92 inches of mercury expressed in digits representing hundreds of feet, for example, FL 250 is equivalent to an altimeter indication of 25,000 feet and FL 265 to 26,500 feet.

"FM" means fan marker.

"ILS" means instrument landing system.

"INT" means intersection of two or more courses or radials formed by signals emanating from the navigational aids used to describe jet routes.

"Jet Advisory Area" means the airspace within the continental control area designated in Subpart C of this part, within which the air traffic rules contained in Special Civil Air Regulations No. SR-444 apply. Jet advisory areas are categorized as "Radar" and "Non radar". Radar jet advisory areas (enroute and terminal) are defined areas in which jet advisory service is provided by use of radar. Non radar advisory areas are defined areas in which service is provided on a procedural basis without the use of radar.

"JR" means jet route, direct courses for navigation of aircraft at and above Flight Level 240 between the respective navigational aids and intersections specified for such routes.

"Lat." means latitude.

"L/MF" means low or medium frequency navigational aids.

"Long." means longitude.

"Mile" means statute mile unless otherwise specified.

"NM" means instrument landing system middle marker.

"N" means north.

"Navigational Aid" means the navigational facilities designated under § 602.9 for the navigation of aircraft at and above FL 240.

"NE" means northeast.

"NW" means northwest.

"nmi" means nautical mile.

"OM" means instrument landing system outer marker.

"RBN" means radio beacon.

"RR" means low frequency or medium frequency radio range station.

"S" means south.

"SE" means southeast.

"SW" means southwest.

"TACAN" means a military tactical air navigational aid.

"UNITED STATES" means the several States, the District of Columbia and the several Territories and Possessions of the United States, including the territorial waters and the overlying airspace thereof.

"VHF" means very high frequency.

"VOR" means very high frequency omnirange station.

"VORTAC" means collocated VOR and TACAN.

"W" means west.

AMENDMENTS 9/21/61 26 F.R. 7079 (Rewritten);

§ 602.3 Direction of jet routes.

- (a) Even numbers are normally assigned to jet routes designated in a westerly to easterly direction between the initial and final points of such routes, even though portions of such routes may deviate from the westerly to easterly direction between any two or more designated intermediate points.
- (b) Odd numbers are normally assigned to jet routes designated in a southerly to northerly direction between the initial and final points of such routes, even though portions of such routes may deviate from the southerly to northerly direction between any two or more designated intermediate points.

AMENDMENTS 9/21/61 26 F.R. 7080 (Rewritten);

§ 602.9 Designation of high altitude navigational aids.

All of the navigational facilities used in the jet route descriptions in Subpart B are designated as high altitude navigational aids. In addition, the navigational aids listed below are designated as additional high altitude navigational aids.

1. Nantucket, Mass., CONSOLAN
2. Newark, N. J., RR
3. Wilmington, N. C. (Carolina Beach) RBN
4. Marathon, Fla., RBN
5. Galveston, Texas, RBN
6. Grand Isle, La., RBN
7. Egmont Key, Fla., RBN
8. Miami, Fla., RBN
9. Pensacola, Fla., RR
10. Millville, N. J., RR
11. Boston, Mass., RR
12. Squantum, Mass., RBN

AMENDMENTS 9/21/61 26 F.R. 7080 (Rewritten); 11/16/61 26 F.R. 9849 (Changed);

§ 602.10 Designation of jet routes. The direct courses between the navigational aids and intersections described in Subpart B of this part are designated as jet routes.

AMENDMENTS 9/21/61 26 F.R. 7080 (Rewritten);

§ 602.50 Extent of jet advisory areas. Unless otherwise designated in Subpart C of this part, jet advisory areas shall extend within the continental control area from flight level 240 to flight level 390 and shall be subdivided into two parts, "Enroute" and "Terminal" jet advisory areas. Unless otherwise designated, enroute jet advisory areas include the area within 16 miles either side of jet route segments. Unless otherwise designated, terminal jet advisory areas include the area within 16 miles either side of jet route segments, VOR/VORTAC radials, bearings from L/MF navigational facilities, direct courses between navigational facilities, or centerlines of control area extensions. Unless otherwise designated, non radar jet advisory areas shall extend from flight level 270 to flight level 310 inclusive, and from flight level 370 to flight level 390 inclusive. Jet advisory areas exclude the airspace within positive control areas, prohibited areas and restricted areas except those restricted areas specified in Subpart H of Part 601 of this title.

AMENDMENTS 9/21/61 26 F.R. 7080 (Rewritten); On publ. (6/13/62) 27 F.R. 5603 (Changed);

§ 602.60 Designation of Jet Advisory Areas. The areas within the continental control area along specified jet route segments, VOR/VORTAC radials, bearings from L/MF navigational facilities, direct courses between navigational facilities, centerlines of control area extensions, or in the vicinity of specified geographical areas as described in Subpart C are designated as jet advisory areas. Those jet advisory areas predicated on jet routes are identified by the associated jet route number. Those jet advisory areas predicated on jet route segments, VOR/VORTAC radials, bearings from L/MF navigational facilities, direct courses between navigational facilities, centerlines of control area extensions, or in the vicinity of geographical locations are identified by geographical names.

AMENDMENTS 9/21/61 26 F.R. 7080 (Rewritten);

SUBPART B - JET ROUTES

§ 602.100 Jet Routes

(Unless otherwise specified the place names appearing in the description of the jet routes indicate the VOR or VORTAC facilities identified by such names.)

Jet Route No. 1 (San Diego, Calif., to Seattle, Wash.).

From San Diego, Calif., via Oceanside, Calif.; Los Angeles, Calif.; Avenal, Calif.; Oakland, Calif.; Red Bluff, Calif.; Medford, Oreg.; Portland, Oreg., to Seattle, Wash.

AMENDMENTS 9/21/61 26 F.R. 7080 (Added); 3/8/62 27 F.R. 1455 (Changed); 5/3/62 27 F.R. 2311 (Changed);

Jet Route No. 2 (San Diego, Calif., to Jacksonville, Fla.).

From San Diego, Calif., via El Centro, Calif.; Yuma, Ariz.; INT of the Yuma 087° and the Gila Bend, Ariz., 261° radials; Gila Bend; INT of the Gila Bend 098° and the San Simon, Ariz., 286° radials; San Simon; El Paso, Texas; Fort Stockton, Texas; San Antonio, Texas; Houston, Texas; Lake Charles, La.; New Orleans, La.; INT of the New Orleans 071° and the Crestview, Fla., 259° radials; Crestview; INT of the Crestview 091° and the Tallahassee, Fla., 288° radials; Tallahassee; to Jacksonville, Fla.

AMENDMENTS 9/21/61 26 F.R. 7080 (Added); 2/8/62 26 F.R. 12561 (Changed); 3/8/62 27 F.R. 1455 (Changed); 4/5/62 27 F.R. 1413 (Changed);

Jet Route No. 3 (San Diego, Calif., to Kimberly, British Columbia, Canada).

From San Diego, Calif., via Oceanside, Calif.; Los Angeles, Calif.; INT of the Palmdale, Calif., 291° and the Bakersfield, Calif., 149° radials; Bakersfield; Oakland, Calif.; Red Bluff, Calif.; Lakeview, Oreg.; Pendleton, Oreg.; Spokane, Wash., to the Kimberly, British Columbia, Canada, RR. excluding the portion that lies over Canadian territory.

AMENDMENTS 9/21/61 26 F.R. 7080 (Added); 3/8/62 27 F.R. 1455 (Changed);

Jet Route No. 4 (Los Angeles, Calif., to Wilmington, N. C.).

From Los Angeles, Calif., via Thermal, Calif., INT of the Thermal 088° and the Gila Bend, Ariz., 315° radials; Gila Bend, INT of the Gila Bend 098° and the San Simon, Ariz., 286° radials; San Simon; El Paso, Tex.; Wink, Tex.; Abilene, Tex.; Dallas, Tex.; Shreveport, La.; Jackson, Miss.; Montgomery, Ala.; Augusta, Ga.; Columbia, S. C.; Florence, S. C.; to Wilmington, N. C.

AMENDMENTS 9/21/61 26 F.R. 7080 (Added); 2/8/62 27 F.R. 99 (Rewritten); 6/28/62 27 F.R. 4474 (Changed);

Jet Route No. 5 (Los Angeles, Calif., to Seattle, Wash.).

From Los Angeles, Calif., via the INT of the Palmdale, Calif., 291° and the Bakersfield, Calif., 149° radials; Bakersfield; Reno, Nev.; Lakeview, Oreg.; The Dalles, Oreg.; INT of the Dalles 352° and the Seattle, Wash., 124° radials, to Seattle.

AMENDMENTS 9/21/61 26 F.R. 7080 (Added);

Jet Route No. 6 (Palmdale, Calif., to Idlewild, N. Y.).

From Palmdale, Calif., via Hector, Calif.; Prescott, Ariz.; Grants, N. Mex.; Albuquerque, N. Mex.; Amarillo, Texas; Oklahoma City, Okla.; Little Rock, Ark.; Memphis, Tenn.; Nashville, Tenn.; Charleston, W. Va.; Front Royal, Va., to Idlewild, N. Y.

AMENDMENTS 9/21/61 26 F.R. 7080 (Added);

Jet Route No. 7 (Oakland, Calif., to Great Falls, Mont.).

From Oakland, Calif., via Red Bluff, Calif., Rome, Oreg.; Boise, Idaho; Dillon, Mont., to Great Falls, Mont.

AMENDMENTS 9/21/61 26 F.R. 7080 (Added);

Jet Route No. 8 (Oklahoma City, Okla., to Idlewild, N. Y.).

From Oklahoma City, Okla., via Tulsa, Okla.; Springfield, Mo.; Vichy, Mo.; St. Louis, Mo.; Louisville, Ky.; Charleston, W. Va.; Front Royal, Va., to Idlewild, N. Y.

AMENDMENTS 9/21/61 26 F.R. 7080 (Added);

Jet Route No. 9 (Los Angeles, Calif., to Great Falls, Mont.).

From Los Angeles, Calif., via Hector, Calif.; Las Vegas, Nev.; Milford, Utah; Provo, Utah; Salt Lake City, Utah; Ogden, Utah; Dubois, Idaho; Dillon, Mont., to Great Falls, Mont.

AMENDMENTS 9/21/61 26 F.R. 7080 (Added);

AMENDMENTS 9/21/61 26 F.R. 8487 (Amendment Change);

Jet Route No. 10 (Los Angeles, Calif., to Denver, Colo.).

From Los Angeles, Calif., via the INT of the Los Angeles 089° and the Parker, Calif., 258° radials; Parker; Prescott, Ariz.; Farmington, N. Mex., to Denver, Colo.

AMENDMENTS 9/21/61 26 F.R. 7080 (Added);

AMENDMENTS 9/21/61 26 F.R. 8487 (Amendment Change);

Jet Route No. 11 (Phoenix, Ariz., to Salt Lake City, Utah).

From Phoenix, Ariz., via Prescott, Ariz.; Bryce Canyon, Utah; Provo, Utah, to Salt Lake City, Utah.

AMENDMENTS 9/21/61 26 F.R. 7080 (Added);

AMENDMENTS 9/21/61 26 F.R. 8487 (Amendment Change);

Jet Route No. 12 (Pittsburgh, Pa., to Baltimore, Md.).

From Pittsburgh, Pa., to Baltimore, Md.

AMENDMENTS 9/21/61 26 F.R. 7080 (Added);

Jet Route No. 13 (El Paso, Texas, to Great Falls, Mont.).

From El Paso, Texas, via the INT of the El Paso 282° and the Truth or Consequences, N. Mex., 162° radials; Truth or Consequences; INT of the Truth or Consequences 021° and the Albuquerque, N. Mex., 169° radials; Albuquerque; Las Vegas, N. Mex.; Pueblo, Colo.; Denver, Colo.; Cheyenne, Wyo.; Crazy Woman, Wyo., Billings, Mont., to Great Falls, Mont.

AMENDMENTS 9/21/61 26 F.R. 7080 (Added);

Jet Route No. 14 (Amarillo, Tex., to Atlanta, Ga.).

From Amarillo, Tex., via Oklahoma City, Okla.; Little Rock, Ark.; Birmingham, Ala.; to Atlanta, Ga.

AMENDMENTS 12/14/61 26 F.R. 10590 (Added);

Jet Route No. 15 (San Antonio, Texas, to Boise, Idaho).

From San Antonio, Texas, via Wink, Texas; Roswell, N. Mex.; INT of the Roswell 319° and the Albuquerque, N. Mex., 128° radials; Albuquerque; Grand Junction, Colo.; Salt Lake City, Utah; Ogden, Utah, to Boise, Idaho

AMENDMENTS 9/21/61 26 F.R. 7080 (Added);

Jet Route No. 16 (Portland, Oreg., to Boston, Mass.).

From Portland, Oreg., via the INT of the Portland 098° and the Pendleton, Oreg., 256° radials; Pendleton; Whitehall, Mont.; Billings, Mont.; Dupree, S. Dak.; Sioux Falls, S. Dak.; Mason City, Iowa; INT of the Mason City 109° and the Northbrook, Ill., 276° radials; Northbrook; Pullman, Mich.; Peck, Mich.; via the Peck 100° radial to the United States/Canadian Border. From the United States/Canadian Border to Buffalo, N. Y., via the Buffalo 274° radial; Albany, N. Y., to Boston, Mass.

AMENDMENTS 9/21/61 26 F.R. 7081 (Added);
 AMENDMENTS 10/19/61 26 F.R. 8631 (Rewritten);

Jet Route No. 17 (San Antonio, Texas, to Rapid City, S. Dak.).

From San Antonio, Texas, via Abilene, Texas; Amarillo, Texas; Pueblo, Colo.; Denver, Colo., to Rapid City, S. Dak.

AMENDMENTS 9/21/61 26 F.R. 7081 (Added);

Jet Route No. 18 (San Diego, Calif., to Joliet, Ill.).

From San Diego, Calif., via El Centro, Calif.; Yuma, Ariz., INT of the Yuma 087° and the Gila Bend, Ariz., 261° radials; Gila Bend; Phoenix, Ariz.; Grants, N. Mex.; Las Vegas, N. Mex.; Garden City, Kans.; INT of the Garden City 066° and the Salina, Kans., 257° radials; Salina; Kansas City, Mo.; INT of the Kansas City 060° and the Bradford, Ill., 247° radials; Bradford; to Joliet, Ill.

AMENDMENTS 6/28/62 27 F.R. 4594 (Added);

Jet Route No. 19 (Lake Charles, La., to Omaha, Nebr.).

From Lake Charles, La., via Dallas, Texas; Wichita Falls, Texas; Garden City, Kans., to Omaha, Nebr.

AMENDMENTS 9/21/61 26 F.R. 7081 (Added);

Jet Route No. 20 (Seattle, Wash., to Orlando, Fla.).

From Seattle, Wash., via Yakima, Wash.; Pendleton, Oreg.; Boise, Idaho; Malad City, Idaho; Rock Springs, Wyo.; Denver, Colo.; Garden City, Kans.; Oklahoma City, Okla.; Shreveport, La.; Jackson, Miss.; Crestview, Fla.; INT of the Crestview 091° and the Tallahassee, Fla., 288° radials; Tallahassee; Orlando, Fla., to the INT of the Orlando 118° and the Vero Beach, Fla., 339° radials.

AMENDMENTS 9/21/61 26 F.R. 7081 (Added); 4/5/62 27 F.R. 1413 (Changed);

Jet Route No. 21 (Laredo, Texas, to Duluth, Minn.).

From Laredo, Texas, via San Antonio, Texas; Austin, Texas; Dallas, Texas; Oklahoma City, Okla.; Wichita, Kans.; Omaha, Nebr.; Minneapolis, Minn., to Duluth, Minn.

AMENDMENTS 9/21/61 26 F.R. 7081 (Added);

PENDING AMENDMENT

Jet Route No. 21 (United States/Mexican Border to Duluth, Minn.).

From the INT of the United States/Mexican Border and the Laredo, Tex., 172° radial via Laredo; San Antonio, Tex.; Austin, Tex.; Dallas, Tex.; Oklahoma City, Okla.; Wichita, Kans.; Omaha, Nebr.; Minneapolis, Minn.; to Duluth, Minn.

7/26/62 27 F.R. 5087 (Rewritten);

Jet Route No. 22 (Laredo, Texas, to Gordonsville, Va.).

From Laredo, Texas, via the INT of the Laredo 086° and the Palacios, Texas, 234° radials; Palacios; Lake Charles, La.; Jackson, Miss.; Birmingham, Ala.; Knoxville, Tenn.; Pulaski, Va., to Gordonsville, Va.

AMENDMENTS 9/21/61 26 F.R. 7081 (Added);

Jet Route No. 23 (San Antonio, Tex., to Cheyenne, Wyo.).

From San Antonio, Tex., via Mineral Wells, Tex.; Oklahoma City, Okla.; Wichita, Kans.; Hill City, Kans., to Cheyenne, Wyo.

AMENDMENTS 9/21/61 26 F.R. 7081 (Added); 4/5/62 27 F.R. 822 (Rewritten);

Jet Route No. 24 (Gila Bend, Ariz., to Flat Rock, Va.).

From Gila Bend, Ariz., via Phoenix, Ariz.; Grants, N. Mex.; Las Vegas, N. Mex.; Garden City, Kans.; INT of the Garden City 066° and the Salina, Kans., 257° radials; Salina; Kansas City, Mo.; St. Louis, Mo.; Indianapolis, Ind.; INT of the Indianapolis 120° and the Charleston, W. Va., 284° radials; Charleston, to Flat Rock, Va.

AMENDMENTS 9/21/61 26 F.R. 7081 (Added); 5/31/62 27 F.R. 3540 (Changed);

Jet Route No. 25 (Brownsville, Texas, to Minneapolis, Minn.).

From Brownsville, Texas, via the INT of the Brownsville 337° and the San Antonio, Texas, 172° radials; San Antonio; Austin, Texas; Dallas, Texas; Tulsa, Okla.; Butler, Mo.; INT of the Butler 009° and the Des Moines, Iowa, 196° radials; Des Moines; Mason City, Iowa, to Minneapolis, Minn.

AMENDMENTS 9/21/61 26 F.R. 7081 (Added);

PENDING AMENDMENT

Jet Route No. 25 (United States/Mexican Border to Minneapolis, Minn.).

From the INT of the United States/Mexican Border and the Brownsville, Tex., 187° radial via Brownsville; INT of the Brownsville 337° and the San Antonio, Tex., 172° radials; San Antonio; Austin, Tex.; Dallas, Tex.; Tulsa, Okla.; Butler, Mo.; INT of the Butler 009° and the Des Moines, Iowa, 196° radials; Des Moines; Mason City, Iowa; to Minneapolis, Minn.

7/26/62 27 F.R. 5087 (Rewritten);

Jet Route No. 26 (El Paso, Texas, to Gordonsville, Va.).

From El Paso, Texas, via the INT of the El Paso 089° and the Roswell, N. Mex., 213° radials; Roswell; Amarillo, Texas; Wichita, Kans.; Kansas City, Mo.; INT of the Kansas City 060° and the Bradford, Ill., 247° radials; Bradford; Joliet, Ill.; Appleton, Ohio, to Gordonsville, Va.

AMENDMENTS 9/21/61 26 F.R. 7081 (Added);

Jet Route No. 27 (San Antonio, Tex., to Lufkin, Tex.).

From San Antonio, Tex., to Lufkin, Tex.

AMENDMENTS 9/21/61 26 F.R. 7081 (Added); 5/3/62 27 F.R. 2312 (Rewritten);

Jet Route No. 28 (Pueblo, Colo., to Wichita, Kans.).

From Pueblo, Colo., via Garden City, Kans., to Wichita, Kans.

AMENDMENTS 9/21/61 26 F.R. 7081 (Added); 11/16/61 26 F.R. 9014 (Rewritten);

Jet Route No. 29 (Brownsville, Texas, to Presque Isle, Maine).

From Brownsville, Texas, via the INT of the Brownsville 337° and the Palacios, Texas, 234° radials; Palacios; Houston, Texas; Lufkin, Texas; Shreveport, La.; Memphis, Tenn.; Evansville, Ill.; INT of the Evansville 052° and the Dayton, Ohio, 231° radials; Dayton; Cleveland, Ohio; Erie, Pa.; Syracuse, N. Y.; Plattsburgh, N. Y.; Bangor, Maine, to Presque Isle, Maine.

AMENDMENTS 9/21/61 26 F.R. 7081 (Added);

PENDING AMENDMENT**Jet Route No. 29 (United States/Mexican Border to Presque Isle, Maine).**

From the INT of the United States/Mexican Border and the Brownsville, Tex., 187° radial via Brownsville; INT of the Brownsville 337° and the Palacios, Tex., 234° radials; Palacios; Houston, Tex.; Lufkin, Tex.; Shreveport, La.; Memphis, Tenn.; Evansville, Ind.; INT of the Evansville, 052° and the Dayton, Ohio, 231° radials; Dayton; Cleveland, Ohio; Erie, Pa.; Syracuse, N. Y.; Plattsburgh, N. Y.; Bangor, Maine; to Presque Isle, Maine.

7/26/62 27 F.R. 5087 (Rewritten); (Amendment Alteration 27 F.R. 6199);

Jet Route No. 30 (Denver, Colo., to Gordonsville, Va.).

From Denver, Colo., via O'Neill, Nebr.; Sioux Falls, S. Dak.; Minneapolis, Minn.; Nodine, Minn.; Joliet, Ill.; Appleton, Ohio, to Gordonsville, Va.

AMENDMENTS 9/21/61 26 F.R. 7081 (Added);

Jet Route No. 31 (Add)**PENDING AMENDMENT****Jet Route No. 31 (New Orleans, La., to Birmingham, Ala.).**

From New Orleans, La., via the INT of the New Orleans 021° and the Birmingham, Ala., 232° radials to Birmingham.

7/26/62 27 F.R. 5425 (Added);

Jet Route No. 32 (Oakland, Calif., to Duluth, Minn.).

From Oakland, Calif., via Sacramento, Calif.; Reno, Nev.; Elko, Nev.;

Malad City, Idaho; Crazy Woman, Wyo.; Dupree, S. Dak.; Aberdeen, S. Dak.; INT of the Aberdeen 067° and the Duluth, Minn., 258° radials; Duluth; to the INT of the Duluth 051° radial and the United States/Canadian Border.

AMENDMENTS 9/21/61 26 F.R. 7081 (Added); 5/3/62 27 F.R. 2010 (Changed);

Jet Route No. 33 (Lake Charles, La., to Kansas City, Mo.).

From Lake Charles, La., via the INT of Lake Charles 343° and the Shreveport 176° radials; Shreveport, La.; Springfield, Mo., to Kansas City, Mo.

AMENDMENTS 9/21/61 26 F.R. 7081 (Added);

Jet Route No. 34 (Dickinson, N. Dak., to Herndon, Va.).

From Dickinson, N. Dak., via Aberdeen, S. Dak.; Minneapolis, Minn.; Nodine, Minn.; Milwaukee, Wis.; Pullman, Mich.; INT of the Pullman 118° and the Cleveland, Ohio, 274° radials; Cleveland; Pittsburgh, Pa., to Herndon, Va.

AMENDMENTS 9/21/61 26 F.R. 7081 (Added);

AMENDMENTS 9/21/61 26 F.R. 8487 (Amendment Change);

Jet Route No. 35 (New Orleans, La., to Northbrook, Ill.).

From New Orleans, La., via Jackson, Miss.; Greenwood, Miss.; Memphis, Tenn.; St. Louis, Mo.; Springfield, Ill.; the INT of the Springfield 036° and the Joliet, Ill., 204° radials; Joliet; to Northbrook, Ill.

AMENDMENTS 9/21/61 26 F.R. 7081 (Added); 12/14/61 26 F.R. 10724 (Rewritten); 4/5/62 27 F.R. 738 (Rewritten);

Jet Route No. 36 (Fargo, N. Dak., to Peck, Mich.).

From Fargo, N. Dak., via Minneapolis, Minn.; Nodine, Minn.; Milwaukee, Wis.; INT of the Milwaukee, Wis., 088° and the Peck, Mich., 269° radials, to Peck, Mich.

AMENDMENTS 9/21/61 26 F.R. 7081 (Added);

Jet Route No. 37 (New Orleans, La., to United States/Canadian Border).

From New Orleans, La., via Mobile, Ala.; Montgomery, Ala.; Atlanta, Ga.; Spartanburg, S. C.; Gordonsville, Va.; INT of the Gordonsville 059° and the Coyle, N. J. 235° radials; Coyle; Idlewild, N. Y.; Albany, N. Y.; Massena, N. Y.; to the INT of the Massena 037° radial and the United States/Canadian Border.

AMENDMENTS 9/21/61 26 F.R. 7081 (Added);

AMENDMENTS 9/21/61 26 F.R. 7576 (Amendment Change);

Jet Route No. 38 (United States/Canadian Border to Peck, Mich.).

From the INT of the United States/Canadian Border and the direct radial between Duluth, Minn., and Kenora, Ont., via Duluth; Green Bay, Wis., to Peck, Mich.

AMENDMENTS 9/21/61 26 F.R. 7081 (Added);

Jet Route No. 39 (Crestview, Fla., to Dayton, Ohio).

From Crestview, Fla., via Montgomery, Ala.; Birmingham, Ala.; INT of the Birmingham 360° and the Nashville, Tenn., 191° radials; Nashville; Louisville, Ky., to Dayton, Ohio.

AMENDMENTS 9/21/61 26 F.R. 7081 (Added);

Jet Route No. 40 (Montgomery, Ala., to Charleston, S. C.).

From Montgomery, Ala., via the INT of the Montgomery 068° and the Macon, Ga., 268° radials; Macon; to Charleston, S. C.

AMENDMENTS 9/21/61 26 F.R. 7081 (Added); 12/14/61 26 F.R. 10097 (Rewritten);

PENDING AMENDMENT

In § 602.100 Jet routes, Jet Route No. 40 the following changes are made: (a) In the caption "Charleston, S. C." is deleted and "Norfolk, Va." is substituted therefor. (b) In the text "Macon; to Charleston, S. C." is deleted and "Macon; Charleston, S. C.; Wilmington, N. C.; INT of the Wilmington 012° and the Norfolk, Va., 229° radials; to Norfolk," is substituted therefor. 7/26/62 27 F.R. 5425 (Changed);

Jet Route No. 41 (Miami, Fla., to Omaha, Nebr.).

From Miami, Fla., via St. Petersburg, Fla.; Tallahassee, Fla.; INT of the Tallahassee 288° and the Montgomery, Ala., 144° radials; Montgomery;

Memphis, Tenn.; Springfield, Mo. Kansas City, Mo., to Omaha, Nebr.

AMENDMENTS 9/21/61 26 F.R. 7081 (Added);

AMENDMENTS 9/21/61 26 F.R. 8487 (Amendment Change); 4/5/62 27 F.R. 1413 (Changed);

Jet Route No. 42 (Dallas, Texas, to Idlewild, N. Y.).

From Dallas, Texas, via Texarkana, Ark.; Memphis, Tenn.; Nashville, Tenn.; Charleston, W. Va.; Front Royal, Va., to Idlewild, N. Y.

Amendments 9/21/61 26 F.R. 7081 (Added);

Jet Route No. 43 (Key West, Fla., to Wayne, Mich.).

From Key West, Fla., via St. Petersburg, Fla.; Tallahassee, Fla.; Atlanta, Ga.; Knoxville, Tenn.; Lexington, Ky.; Dayton, Ohio; to the INT of the Dayton direct radial to Peck, Mich., and the Windsor, Ont., 278° radial.

AMENDMENTS 9/21/61 26 F.R. 7081 (Added);

AMENDMENT 9/21/61 26 F.R. 8487 (Amendment Change);

Jet Route No. 44 (Las Vegas, Nev., to Prescott, Ariz.).

From Las Vegas, Nev., to Prescott, Ariz.

AMENDMENTS 9/21/61 26 F.R. 7081 (Added);

Jet Route No. 45 (Jacksonville, Fla., to Des Moines, Iowa).

From Jacksonville, Fla., via Alma, Ga.; Atlanta, Ga.; Nashville, Tenn.; INT of the Nashville 316° and the St. Louis, Mo., 129° radials; St. Louis to Des Moines, Iowa.

AMENDMENTS 9/21/61 26 F.R. 7081 (Added);

Jet Route No. 47 (Charleston, S. C., to Dayton, Ohio).

From Charleston, S. C., via Columbia, S. C.; Spartanburg, S. C.; Lexington, Ky., to Dayton, Ohio.

AMENDMENTS 9/21/61 26 F.R. 7081 (Added);

Jet Route No. 49 (Pittsburgh, Pa., to Presque Isle, Maine).

From Pittsburgh, Pa., via Philipsburg, Pa.; Albany, N. Y.; Bangor, Maine, to Presque Isle, Maine.

AMENDMENTS 9/21/61 26 F.R. 7081 (Added);

PENDING AMENDMENT**Jet Route No. 49 (Pittsburgh, Pa., to the United States/Canadian Border).**

From Pittsburgh, Pa., via Philipsburg, Pa.; Albany, N. Y.; Bangor, Maine; Presque Isle, Maine; to INT of the Presque Isle 038° radial and the United States/Canadian Border.

7/26/62 27 F.R. 5540 (Rewritten);

Jet Route No. 50 (El Paso, Texas, to Crestview, Fla.).

From El Paso, Texas, via Wink, Texas; San Angelo, Texas; Waco, Texas; Lufkin, Texas; INT of the Lufkin 086° and the Alexandria, La., 270° radials; Alexandria; McComb, Miss., to Crestview, Fla.

AMENDMENTS 9/21/61 26 F.R. 7081 (Added);

Jet Route No. 51 (Jacksonville, Fla., to Raleigh-Durham, N. C.).

From Jacksonville, Fla., via Savannah, Ga.; Columbia, S. C., to Raleigh-Durham, N. C.

AMENDMENTS 9/21/61 26 F.R. 7081 (Added);

AMENDMENT 9/21/61 26 F.R. 8487 (Amendment Change);

Jet Route No. 52 (Dallas, Texas, to Florence, S. C.).

From Dallas, Texas, via Texarkana, Ark.; Greenwood, Miss.; Birmingham, Ala.; Atlanta, Ga.; Augusta, Ga.; Columbia, S. C., to Florence, S. C.

AMENDMENTS 9/21/61 26 F.R. 7081 (Added);

Jet Route No. 53 (Key West, Fla., to Toronto, Ontario, Canada).

That airspace over United States territory from Key West, Fla., via the INT of the Key West 054° and the Miami, Fla., 214° radials; Miami; West Palm Beach, Fla.; Vero Beach, Fla.; INT of the Vero Beach 339° and the Jacksonville, Fla., 163° radials; Jacksonville; INT of the Jacksonville 343° and the Augusta, Ga., 189° radials; Augusta; Spartansburg, S. C.; Pulaski, Va.; Pittsburg, Pa.; Erie, Pa., to Toronto, Ontario, Canada.

AMENDMENTS 9/21/61 26 F.R. 7081 (Added); 1/11/62 26 F.R. 11729 (Changed);

Jet Route No. 54 (Garden City, Kans., to Springfield, Mo.).

From Garden City, Kans., via Ponca City, Okla., to Springfield, Mo.

AMENDMENTS 9/21/61 26 F.R. 7081 (Added);

Jet Route No. 55 (Jacksonville, Fla., to United States/Canadian Border).

From Jacksonville, Fla., via Savannah, Ga.; Charleston, S. C.; Florence, S. C.; INT of the Florence 007° and the Raleigh, N. C., and the Raleigh-Durham, N. C., 224° radials; Raleigh-Durham, Flat Rock, Va.; INT of the Flat Rock 029° and the Gordonsville, Va., 059° radials; INT of the Gordonsville 059° and the Coyle, N. J., 235° radials; Coyle; Idlewild, N. Y.; Boston, Mass.; INT of the Boston 014° and the Bangor, Maine, 225° radials; Bangor; Presque Isle, Maine; to the INT of the Presque Isle 357° radial and the United States/Canadian Border.

AMENDMENTS 9/21/61 26 F.R. 7081 (Added);

AMENDMENT 9/21/61 26 F.R. 8487 (Amendment Change);

Jet Route No. 56 (Salt Lake City, Utah, to Denver, Colo.).

From Salt Lake City, Utah, via Kremmling, Colo., to Denver, Colo.

AMENDMENTS 9/21/61 26 F.R. 7081 (Added);

Jet Route No. 57 (Raleigh-Durham, N. C., to Charleston, W. Va.).

From Raleigh-Durham, N. C., via Pulaski, Va., to Charleston, W. Va.

AMENDMENTS 9/21/61 26 F.R. 7081 (Added);

AMENDMENT 9/21/61 26 F.R. 8487 (Amendment Change);

Jet Route No. 58 (Oakland, Calif., to New Orleans, La.).

From Oakland, Calif., via Stockton, Calif.; Tonopah, Nev.; INT of the Tonopah 083° and Bryce Canyon, Utah, 289° radials; Bryce Canyon; Farmington, N. Mex.; Las Vegas, N. Mex.; Amarillo, Texas; Dallas, Texas; Alexandria, La., to New Orleans, La.

AMENDMENTS 9/21/61 26 F.R. 7081 (Added);

Jet Route No. 59 (Charleston, W. Va., to Syracuse, N. Y.).

From Charleston, W. Va., via Philipsburg, Pa., to Syracuse, N. Y.

AMENDMENTS 9/21/61 26 F.R. 7081 (Added);

Jet Route No. 60 (Los Angeles, Calif., to Idlewild, N. Y.).

From Los Angeles, Calif., via Hector, Calif.; Las Vegas, Nev.; Bryce Canyon, Utah; Hanksville, Utah; Grand Junction, Colo.; Denver, Colo.; Wolbach, Nebr.; Des Moines, Iowa; Joliet, Ill.; Cleveland, Ohio; Philipsburg, Pa.; Allentown, Pa., to Idlewild, N. Y.

AMENDMENTS 9/21/61 26 F.R. 7081 (Added); 5/31/62 27 F.R. 3378 (Changed);

Jet Route No. 61 (Baltimore, Md., to Buffalo, N. Y.).

From Baltimore, Md., via Philipsburg, Pa., to Buffalo, N. Y.

AMENDMENTS 9/21/61 26 F.R. 7082 (Added);

Jet Route No. 62 (Idlewild, N. Y., to Nantucket, Mass.).

From Idlewild, N. Y., via the INT of the Idlewild 075° and the Albany, N. Y., 149° and the Nantucket, Mass., 259° radials to Nantucket.

AMENDMENTS 9/21/61 26 F.R. 7082 (Added);

Jet Route No. 63 (Idlewild, N. Y., to Syracuse, N. Y.).

From Idlewild, N. Y., to Syracuse, N. Y.

AMENDMENTS 9/21/61 26 F.R. 7082 (Added);

Jet Route No. 64 (Los Angeles, Calif., to Idlewild, N. Y.).

From Los Angeles, Calif., via Hector, Calif.; Peach Springs, Ariz.; Tuba City, Ariz.; Farmington, N. Mex.; Alamosa, Colo.; Hill City, Kans.; Pawnee City, Nebr.; Bradford, Ill.; Joliet, Ill.; Cleveland, Ohio; Pittsburgh, Pa.; Coyle, N. J., to Idlewild, N. Y.

AMENDMENTS 9/21/61 26 F.R. 7082 (Added);

Jet Route No. 65 (Phoenix, Ariz., to Red Bluff, Calif.).

From Phoenix, Ariz., via the INT of the Phoenix 280° and the Thermal, Calif., 088° radials; Thermal, Palmdale, Calif.; INT of the Palmdale 291° and the Bakersfield, Calif., 149° radials; Bakersfield; Fresno, Calif.; Sacramento, Calif.; To Red Bluff, Calif.

AMENDMENTS 9/21/61 26 F.R. 7082 (Added); 2/8/62 27 F.R. 99 (Rewritten);

Jet Route No. 68 (Providence, R. I., to Nantucket, Mass.).

From the INT of the Providence, R. I., 270° and the Boston, Mass., 231° radials via Providence, to Nantucket, Mass.

AMENDMENTS 9/21/61 26 F.R. 7082 (Added);

Jet Route No. 70 (Hoquiam, Wash., to Idlewild, N. Y.).

From the INT of the Portland, Oreg., 318° and the Seattle, Wash., 247° radials via Seattle; INT of the Seattle 091° and the Mullan Pass, Idaho, 269° radials; Mullan Pass; Lewiston, Mont.; Dickinson, N. Dak.; Aberdeen, S. Dak.; Minneapolis, Minn.; INT of the Minneapolis 109° and the Milwaukee, Wis., 312° radials; Milwaukee; Pullman, Mich.; INT of the Pullman 091° and the Windsor, Ont., 278° radials; via the Windsor 278° radial to the United States/Canadian Border. From the INT of the United States/Canadian Border and the Erie, Pa., 278° radial via Erie; Thornhurst, Pa., to Idlewild, N. Y.

AMENDMENTS 9/21/61 26 F.R. 7082 (Added); 5/31/62 27 F.R. 2891 (Changed);

Jet Route No. 71 (Appleton, Ohio, to Front Royal, Va.).

From Appleton, Ohio, to Front Royal, Va.

AMENDMENTS 9/21/61 26 F.R. 7082 (Added);

Jet Route No. 75 (Miami, Fla., to the United States/Canadian Border).

From Miami, Fla., via the INT of the Miami 296° and the Lakeland, Fla., 175° radials; Lakeland; Gainesville, Fla.;

INT of the Gainesville 354° and the Alma, Ga., 179° radials; Alma; Allendale, S. C.; Columbia, S. C.; Gordonsville, Va.; Allentown, Pa.; Albany, N. Y.; Plattsburgh, N. Y., to the INT of the Plattsburgh 334° radial and the United States/Canadian Border.

AMENDMENTS 9/21/61 26 F.R. 7082 (Added);

AMENDMENTS 9/21/61 26 F.R. 7576 (Amendment Change); 5/3/62 27 F.R. 2174 (Changed);

PENDING AMENDMENT

In § 602.100 Jet Route No. 75 "Miami 296°" is deleted and "Miami 297°" is substituted therefor 7/26/62 27 F.R. 5497 (Changed);

Jet Route No. 77 (Miami, Fla., to the United States/Canadian Border).

From Miami, Fla., to West Palm Beach, Fla. From Wilmington, N. C., via Gordonsville, Va.; Allentown, Pa., Idlewild, N. Y.; Boston, Mass.; INT of the Boston 014° and the Bangor, Maine, 225° radials; Bangor, to the INT of the Bangor 058° radial and the United States/Canadian Border.

AMENDMENTS 9/21/61 26 F.R. 7082 (Added);

Jet Route No. 78 (Los Angeles, Calif., to Idlewild, N. Y.).

From Los Angeles, Calif., via the INT of the Los Angeles 089° and the Parker, Calif., 258° radials; Parker; Prescott, Ariz.; Albuquerque, N. Mex.; Amarillo, Texas; INT of the Amarillo 082° and the Tulsa, Okla., 257° radials; Tulsa; Farmington, Mo.; Louisville, Ky.; Charleston, W. Va.; Philipsburg, Pa.; Allentown, Pa., to Idlewild, N. Y.

AMENDMENTS 9/21/61 26 F.R. 7082 (Added);

PENDING AMENDMENT

In the text of Jet Route No. 78 "Amarillo, Tex., INT of the Amarillo 082° and the Tulsa, Okla., 257° radials; Tulsa;" is deleted and "Amarillo, Tex.; Oklahoma City, Okla.; Tulsa, Okla.;" is substituted therefor. 7/26/62 27 F.R. 4769 (Changed);

Jet Route No. 79 (Miami, Fla., to Idlewild, N. Y.).

From Miami, Fla., to West Palm Beach, Fla. From Wilmington, N. C., via the INT of the Wilmington 012° and the Norfolk, Va., 229° radials; Norfolk; INT of the Norfolk 023° and the Coyle, N. J., 208° radials; Coyle, to Idlewild, N. Y.

AMENDMENTS 9/21/61 26 F.R. 7082 (Added);

PENDING AMENDMENT

Jet Route No. 79 (Miami, Fla., to Idlewild, N. Y.).

From Miami, Fla., to West Palm Beach, Fla. From the boundary of the continental control area S of Wilmington, N. C., via the Wilmington, 192° radial; Wilmington; Norfolk; INT of the Norfolk 023° and the Coyle, N. J., 208° radials; Coyle, to Idlewild, N. Y.

7/26/62 27 F.R. 5496 (Rewritten);

Jet Route No. 80 (Oakland, Calif., to Idlewild, N. Y.).

From Oakland, Calif., via Stockton, Calif., Tonopah, Nev.; Milford, Utah; Grand Junction, Colo.; Denver, Colo.; Hill City, Kans.; Salina, Kans.; Kansas City, Mo.; St. Louis, Mo.; Indianapolis, Ind.; INT of the Indianapolis 073° and the Appleton, Ohio, 273° radials; Appleton; Pittsburgh, Pa.; Philipsburg, Pa.; Allentown, Pa., to Idlewild, N. Y.

AMENDMENTS 9/21/61 26 F.R. 7082 (Added);

Jet Route No. 81 (Miami, Fla., to Barracuda, Fla., INT).

From Miami, Fla., via Orlando, Fla., to the INT of the Melbourne, Fla., RR 055° and the Bimini, Bahamas, RBN 008° bearings.

AMENDMENTS 9/21/61 26 F.R. 7082 (Added); 4/5/62 27 F.R. 1413 (Changed);

Jet Route No. 82 (Joliet, Ill., to Boston, Mass.).

From Joliet, Ill., via Cleveland, Ohio; Erie, Pa.; Albany, N. Y.; INT of the Albany 084° and the Boston, Mass., 325° radials to Boston.

AMENDMENTS 9/21/61 26 F.R. 7082 (Added);

Jet Route No. 84 (Oakland, Calif., to Northbrook, Ill.).

From Oakland, Calif., via Sacramento, Calif.; Reno, Nev.; Elko, Nev.; Bonneville, Utah; Salt Lake City, Utah; Rock Springs, Wyo.; Scottsbluff, Nebr.; Wolbach, Nebr.; Des Moines, Iowa; INT of the Des Moines 067° and the Northbrook, Ill., 276° radials, to Northbrook.

AMENDMENTS 9/21/61 26 F.R. 7082 (Added); 5/3/62 27 F.R. 2010 (Changed);

Jet Route No. 85 (Miami, Fla., to the United States/Canadian Border).

From Miami, Fla., via the INT of the Miami 316° and the Lakeland, Fla., 154° radials; Lakeland; Gainesville, Fla.; INT of the Gainesville 353° and the Alma, Ga., 179° radials; Alma; Augusta, Ga.; Spartanburg, S. C.; Charleston, W. Va.; INT of the Charleston 357° and the Cleveland, Ohio, 172° radials; Cleveland, to the INT of the Cleveland 328° radial and the United States/Canadian Border.

AMENDMENTS 9/21/61 26 F.R. 7082 (Added); 1/11/62 26 F.R. 11729 (Changed); 5/3/62 27 F.R. 2174 (Changed);

Jet Route No. 87 (Houston, Texas, to Northbrook, Ill.).

From Houston, Texas, via Dallas, Texas; INT of the Dallas 339° and the Tulsa, Okla., 211° radials; Tulsa; Butler, Mo.; INT of the Butler 009° and the Kansas City, Mo., 060° radials; INT of the Kansas City 060° and the Bradford, Ill., 247° radials; Bradford; Joliet, Ill., to Northbrook, Ill.

AMENDMENTS 9/21/61 26 F.R. 7082 (Added);

Jet Route No. 88 (Santa Barbara, Calif., to Los Angeles, Calif.).

From Santa Barbara, Calif., to Los Angeles, Calif.

AMENDMENTS 9/21/61 26 F.R. 7082 (Added);

Jet Route No. 89 (Miami, Fla., to Duluth, Minn.).

From Miami, Fla., via the INT of the Miami 316° and the Lakeland, Fla., 154° radials; Lakeland; Gainesville, Fla.;

INT of the Gainesville 353° and the Alma, Ga., 179° radials; Alma; Atlanta, Ga.; Louisville, Ky.; INT of Louisville 334° and the Northbrook, Ill., 159° radials; Northbrook; Milwaukee, Wis., to Duluth, Minn.

AMENDMENTS 9/21/61 26 F.R. 7082 (Added); 5/3/62 27 F.R. 2174 (Changed);

Jet Route No. 90 (Seattle, Wash., to Northbrook, Ill.).

From Seattle, Wash., via the INT of the Seattle 091° and the Mullan Pass, Idaho, 269° radials; Mullan Pass; Billings, Mont.; Dupree, S. Dak.; Sioux Falls, S. Dak.; Mason City, Iowa; INT of the Mason City 109° and the Northbrook, Ill., 276° radials, to Northbrook.

AMENDMENTS 9/21/61 26 F.R. 7082 (Added);

AMENDMENTS 10/19/61 26 F.R. 8631 (Rewritten);

PENDING AMENDMENT

In § 602.100 Jet routes, Jet Route No. 90 the following changes are made: (a) In the caption "Northbrook, Ill." is deleted and "the United States/Canadian Border" is substituted therefor. (b) In the text "radials, to Northbrook." is deleted and "radials; Northbrook; INT of the Northbrook 093° and the Windsor, Ontario, 261° radials; to the INT of the Windsor 261° radial and the United States/Canadian Border." is substituted therefor. 7/26/62 27 F.R. 5425 (Changed);

Jet Route No. 91 (Atlanta, Ga., to the United States/Canadian Border).

From Atlanta, Ga., via Knoxville, Tenn.; Charleston, W. Va.; INT of the Charleston 357° and the Cleveland, Ohio, 172° radials; Cleveland; to the INT of the Cleveland 328° radial and the United States/Canadian Border.

AMENDMENTS 9/21/61 26 F.R. 7082 (Added);

Jet Route No. 92 (Oakland, Calif., to Tucson, Ariz.).

From Oakland, Calif., via Stockton, Calif.; INT of the Stockton 085° and the Tonopah, Nev., 268° and the Beatty, Nev., 326° radials; Beatty; INT of the Beatty 142° and the Las Vegas, Nev., 266° radials; Las Vegas; Prescott, Ariz.; Phoenix, Ariz., to Tucson, Ariz.

AMENDMENTS 9/21/61 26 F.R. 7082 (Added);

Jet Route No. 93 (Newport, Oreg., to Seattle, Wash.).

From the INT of the Medford, Oreg., 339° and the Portland, Oreg., 222° radials via Portland; INT of the Portland 353° and the Seattle, Wash., 197° radials, to Seattle.

AMENDMENTS 9/21/61 26 F.R. 7082 (Added);

Jet Route No. 94 (Oakland, Calif., to Boston, Mass.).

From Oakland, Calif., via Sacramento, Calif.; Reno, Nev.; Elko, Nev.;

Bonneville, Utah; Salt Lake City, Utah; Rock Springs, Wyo.; Scottsbluff, Nebr.; O'Neill, Nebr.; Mason City, Iowa; Milwaukee, Wis.; INT of the Milwaukee 088° and the Peck, Mich., 269° radials; Peck, to the INT of the Peck 100° radial with the United States/Canadian Border. From the United States/Canadian Border at its INT with the Buffalo, N. Y., 274° radial via Buffalo; Albany, N. Y., to Boston, Mass.

AMENDMENTS 9/21/61 26 F.R. 7082 (Added); 5/3/62 27 F.R. 2010 (Changed);

PENDING AMENDMENT**Jet Route No. 95 (Idlewild, N. Y., to the United States/Canadian Border).**

From Idlewild, N. Y., via Thornhurst, Pa., Buffalo, N. Y.; to the INT of the Buffalo 312° radial and the United States/Canadian Border.

AMENDMENTS 9/21/61 26 F.R. 7082 (Added);

Jet Route No. 96 (Seattle, Wash., to the United States/Canadian Border).

From Seattle, Wash., via the Seattle 061° radial to the United States/Canadian Border.

AMENDMENTS 9/21/61 26 F.R. 7082 (Added);

Jet Route No. 97 (Nantucket, Mass., to Plattsburgh, N. Y.).

From Nantucket, Mass., via Boston, Mass., to Plattsburgh, N. Y.

AMENDMENTS 9/21/61 26 F.R. 7082 (Added);

AMENDMENTS 9/21/61 26 F.R. 7576 (Amendment Change); 4/5/62 27 F.R. 882 (Rewritten);

PENDING AMENDMENT**Jet Route No. 101 (Houston, Texas, to Northbrook, Ill.).**

From Houston, Texas, via Lufkin, Texas; Shreveport, La.; Little Rock, Ark.; St. Louis, Mo.; Springfield, Ill.; INT of the Springfield 036° and the Joliet, Ill., 205° radials; Joliet, to Northbrook, Ill.

AMENDMENTS 9/21/61 26 F.R. 7082 (Added); 5/3/62 27 F.R. 2312 (Changed);

PENDING AMENDMENT

In § 602.100 Jet Route No. 101 "Joliet, Ill., 205°" is deleted and "Joliet, Ill., 204°" is substituted therefor. 7/26/62 27 F.R. 5497 (Changed);

Jet Route No. 103 (St. Petersburg, Fla., to Orlando, Fla.).

From St. Petersburg, Fla., to Orlando, Fla.

AMENDMENTS 9/21/61 26 F.R. 7082 (Added);

Jet Route No. 104 (Tucson, Ariz., to Grants, N. Mex.).

From Tucson, Ariz., via San Simon, Ariz., to Grants, N. Mex.

AMENDMENTS 9/21/61 26 F.R. 7082 (Added);

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Jet Route No. 105 (Dallas, Texas, to Milwaukee, Wis.).

From Dallas, Texas, via Springfield, Mo.; Moline, Ill.; INT of the Moline 042° and the Milwaukee, Wis., 228° radials, to Milwaukee.

AMENDMENTS 9/21/61 26 F.R. 7082 (Added);

Jet Route No. 106 (Minneapolis, Minn., to Green Bay, Wis.).

From Minneapolis, Minn., to Green Bay, Wis.

AMENDMENTS 9/21/61 26 F.R. 7082 (Added);

Jet Route No. 107 (Los Angeles, Calif., to Kenora, Ontario, Canada).

That airspace over United States territory from Los Angeles, Calif., via Hector, Calif.; Las Vegas, Nev.; Milford, Utah; Rock Springs, Wyo.; Crazy Woman, Wyo.; Dickinson, N. Dak.; Pembina, N. Dak., RR to Kenora, Ontario, Canada.

AMENDMENTS 9/21/61 26 F.R. 7082 (Added);

Jet Route No. 109 (Wilmington, N. C., to Buffalo, N. Y.).

From Wilmington, N. C., via Gordonsville, Va.; Front Royal, Va.; Philipsburg, Pa., to Buffalo, N. Y.

AMENDMENTS 10/19/61 26 F.R. 8487 (Added);

Jet Route No. 500 (Lakehead, Ontario, to Millinocket, Maine). (joins Canadian high level airway No. 500).

That airspace over United States territory from the Lakehead, Ontario, RR via Sault Ste. Marie, Mich.; Gore Bay, Ontario, RR; Killaloe, Ontario, RR; Ottawa, Ontario; Montreal, Quebec; Megantic, Quebec, RR; Millinocket, Maine, RR, to the INT of the E course of the Millinocket RR with the United States/Canadian Border.

AMENDMENTS 9/21/61 26 F.R. 7082 (Added); (Amendment Modification 26 F.R. 8632);

Jet Route No. 501 (Seattle, Wash., to United States/Canadian Border). (Joins Canadian High Level Airway No. 501).

From Seattle, Wash., to the INT of the Seattle 331° radial and the United States/Canadian Border.

AMENDMENTS 5/31/62 27 F.R. 3237 (Added);

Jet Route No. 515 (Pembina, N. Dak., to the United States/Canadian Border). (joins Canadian high level airway No. 515).

From the Pembina, N. Dak., RR to the INT of the direct course from Pembina RR to Winnipeg, Manitoba, and the United States/Canadian Border.

AMENDMENTS 9/21/61 26 F.R. 7082 (Added); (Amendment Modification 26 F.R. 8632);

Jet Route No. 545 (Cleveland, Ohio, to the United States/Canadian Border). (joins Canadian High Level Airway No. 545).

From Cleveland, Ohio, to the INT of the Cleveland 024° radial and the United States/Canadian Border.

AMENDMENTS 10/19/61 26 F.R. 8631 (Added);

Jet Route No. 546 (Peck, Mich., to the United States/Canadian Border). (joins Canadian high level airway No. 546)

From Peck, Mich., to the INT of the Peck 074° radial with the United States/Canadian Border.

AMENDMENTS 9/21/61 26 F.R. 7082 (Added); (Amendment Modification 26 F.R. 8632);

SUBPART C - JET ADVISORY AREAS

§ 602.200 Enroute Jet Advisory Areas

(Unless otherwise specified, the place names appearing in the description of the jet advisory areas indicate the VOR or VORTAC facilities identified by such names.)

Jet Route No. 1 jet advisory area.

Radar San Diego, Calif., to Seattle, Wash.

AMENDMENTS 9/21/61 26 F.R. 7082 (Added); 3/8/62 27 F.R. 1455 (Changed);

Jet Route No. 2 jet advisory area.

Radar San Diego, Calif., to Jacksonville, Fla.

AMENDMENTS 9/21/61 26 F.R. 7082 (Added); 2/8/62 26 F.R. 12562 (Rewritten); 3/8/62 27 F.R. 1455 (Changed); 6/28/62 27 F.R. 3736 (Changed);

Jet Route No. 3 jet advisory area.

Radar Oakland, Calif., to United States/Canadian Border.

AMENDMENTS 9/21/61 26 F.R. 7082 (Added);

Jet Route No. 4 jet advisory area.

Radar Los Angeles, Calif., to Wilmington, N. C.

AMENDMENTS 9/21/61 26 F.R. 7082 (Added); 6/28/62 27 F.R. 4474 (Rewritten);

Jet Route No. 5 jet advisory area.

Radar Los Angeles, Calif., to Seattle, Wash., excluding the portion below FL 280 from 50 nmi S of Reno, Nev., to 50 nmi N of Reno.

AMENDMENTS 9/21/61 26 F.R. 7082 (Added);

Jet Route No. 6 jet advisory area.

Radar Hector, Calif., to Idlewild, N. Y.

AMENDMENTS 9/21/61 26 F.R. 7082 (Added); 1/11/62 26 F.R. 11729 (Rewritten); 5/31/62 27 F.R. 3540 (Rewritten);

Jet Route No. 8 jet advisory area.

Radar Oklahoma City, Okla., to Idlewild, N. Y.

AMENDMENTS 9/21/61 26 F.R. 7083 (Added); 1/11/62 26 F.R. 11729 (Changed);

Jet Route No. 9 jet advisory area.

Radar Los Angeles, Calif., to Salt Lake City, Utah.

AMENDMENTS 9/21/61 26 F.R. 7083 (Added); 2/8/62 27 F.R. 338 (Rewritten);

Jet Route No. 10 jet advisory area.

Radar Los Angeles, Calif., to 40 nmi NE of Farmington, N. Mex., from 129 nmi NE of Farmington to Denver, Colo.

Non Radar From 40 nmi NE of Farmington, N. Mex., to 129 nmi NE of Farmington.

AMENDMENTS 9/21/61 26 F. R. 7083 (Added); 5/3/62 27 F.R. 2279 (Changed);

Jet Route No. 12 jet advisory area.
Radar Baltimore, Md., to Pittsburgh, Pa.
AMENDMENTS 9/21/61 26 F.R. 7083 (Added);

Jet Route No. 13
PENDING AMENDMENT

Jet Route No. 13 jet advisory area.
Radar Albuquerque, N. Mex., to Denver, Colo.
8/23/62 27 F.R. 6199 (Added);

Jet Route No. 14 jet advisory area.
Radar Amarillo, Tex., to Atlanta, Ga.
AMENDMENTS 12/14/61 26 F.R. 10590 (Added);

Jet Route No. 15 (Add)
PENDING AMENDMENT

Jet Route No. 15 jet advisory area.
Radar Wink, Texas, to Albuquerque, N. Mex.
7/26/62 27 F.R. 5736 (Added);

Jet Route No. 16 jet advisory area.
Radar Portland, Oreg., to Boston, Mass., excluding the portion below FL 310 from 75 NMI W of Whitehall, Mont., to 97 NMI E of Whitehall.
Non Radar From 75 NMI-W of Whitehall, Mont., to 97 NMI E of Whitehall, FL 270 to FL 300 inclusive.
AMENDMENTS 9/21/61 26 F.R. 7083 (Added); 4/5/62 27 F.R. 737 (Rewritten);

Jet Route No. 17 (Add)
PENDING AMENDMENT

Jet Route No. 17 jet advisory area.
Radar Amarillo, Tex., to Denver, Colo.
7/26/62 27 F.R. 5497 (Added);

Jet Route No. 18 jet advisory area.
Radar San Diego, Calif., to Joliet, Ill.
AMENDMENTS 6/28/62 27 F.R. 4595 (Added);

Jet Route No. 19 jet advisory area.
Radar Omaha, Nebr., to the INT of Jet Routes Nos., 19 and 64.
AMENDMENTS 9/21/61 26 F.R. 7083 (Added);

Jet Route No. 20 jet advisory area.
Radar Seattle, Wash., to Boise, Idaho; from 100 nmi NW of Malad City, Idaho, to 45 nmi SE of Rock Springs, Wyo.; from 107 nmi NW of Denver, Colo., to 150 nmi SE of Denver; from Garden City, Kans., to Oklahoma City, Okla.; from Jackson, Miss., to Orlando, Fla.
Non Radar From Boise, Idaho, to 100 nmi NW of Malad City, Idaho; from 45 nmi SE of Rock Springs, Wyo., to 107 nmi NW of Denver, Colo.; from 150 nmi SE of Denver to Garden City, Kans.
AMENDMENTS 9/21/61 26 F.R. 7083 (Added); 5/3/62 27 F.R. 2279 (Changed); 5/31/62 27 F.R. 3237 (Rewritten);

Jet Route No. 21 jet advisory area.
Radar Laredo, Texas, to Duluth, Minn.
AMENDMENTS 9/21/61 26 F.R. 7083 (Added); 1/11/62 26 F.R. 11729 (Changed);

PENDING AMENDMENT

Jet Route No. 21 jet advisory area.
Radar United States/Mexican Border to Duluth, Minn.
7/26/62 27 F.R. 5087 (Rewritten);

Jet Route No. 22 jet advisory area.
Radar Lake Charles, La., to Gordonsville, Va.
AMENDMENTS 9/21/61 26 F.R. 7083 (Added);

Jet Route No. 24 jet advisory area.
Radar Gila Bend, Ariz., to Charleston, W. Va.
AMENDMENTS 9/21/61 26 F.R. 7083 (Added); 5/31/62 27 F.R. 3540 (Rewritten);

Jet Route No. 25 jet advisory area.
Radar Brownsville, Texas, to Minneapolis, Minn.
AMENDMENTS 9/21/61 26 F.R. 7083 (Added);

PENDING AMENDMENT

Jet Route No. 25 jet advisory area.
Radar United States/Mexican Border to Minneapolis, Minn.
7/26/62 27 F.R. 5087 (Rewritten);

Jet Route No. 26 jet advisory area.
Radar El Paso, Texas, to Appleton, Ohio.
AMENDMENTS 9/21/61 26 F.R. 7083 (Added);

Jet Route No. 29 jet advisory area.
Radar Brownsville, Texas, to Plattsburgh, N. Y.
AMENDMENTS 9/21/61 26 F.R. 7083 (Added);
AMENDMENTS 10/19/61 26 F.R. 8631 (Changed);

PENDING AMENDMENT

Jet Route No. 29 jet advisory area.
Radar United States/Mexican Border to Plattsburgh, N. Y.
7/26/62 27 F.R. 5087 (Rewritten);
Jet Route No. 30 jet advisory area.
Radar Denver, Colo., to 177 nmi NE of Denver; from 40 nmi SW of O'Neill, Nebr., to Joliet, Ill.
Non Radar From 177 nmi NE of Denver, Colo., to 40 nmi SW of O'Neill, Nebr.
AMENDMENTS 9/21/61 26 F.R. 7083 (Added); 5/3/62 27 F.R. 2279 (Changed);

PENDING AMENDMENT

Jet Route No. 30 jet advisory area.

Radar Denver, Colo., to Joliet, Ill.

7/26/62 27 F.R. 5863 (Rewritten);

Jet Route No. 31 (Add)**PENDING AMENDMENT**

Jet Route No. 31 jet advisory area.

Radar New Orleans, La., to Birmingham, Ala.

7/26/62 27 F.R. 5425 (Added);

Jet Route No. 32 jet advisory area.

Radar Oakland, Calif., to 150 nmi NE of Malad City, Idaho; from 10 nmi NE of Crazy Woman, Wyo., to Duluth, Minn.

Non Radar From 150 nmi NE of Malad City, Idaho, to 10 nmi NE of Crazy Woman, Wyo.; from Duluth, Minn., to the United States/Canadian border only from flight level 370 to flight level 390, inclusive.

AMENDMENTS 9/21/61 26 F.R. 7083 (Added); On publ. (5/12/62) 27 F.R. 4553 (Rewritten);

PENDING AMENDMENT

In Jet Route No. 32 Radar and Non Radar where "10 nmi NE" appears, substitute "72 nmi SW".

7/26/62 27 F.R. 5863 (Changed);

Jet Route No. 34 jet advisory area.

Radar Milwaukee, Wis., to Pittsburgh, Pa.

AMENDMENTS 9/21/61 26 F.R. 7083 (Added);

AMENDMENTS 10/19/61 26 F.R. 8631 (Changed);

Jet Route No. 35 jet advisory area.

Radar New Orleans, La., to St. Louis, Mo.

AMENDMENTS 9/21/61 26 F.R. 7083 (Added);

Jet Route No. 37 jet advisory area.

Radar New Orleans, La., to the United States/Canadian Border.

AMENDMENTS 9/21/61 26 F.R. 7083 (Added);

Jet Route No. 38 jet advisory area.

Radar From 45 nmi NW. of Duluth, Minn., to Peck, Mich.

Non Radar From the United States/Canadian Border to 45 nmi NW. of Duluth, Minn., at FL 310 and FL 370 only.

AMENDMENTS 9/21/61 26 F.R. 7083 (Added); On publ. (2/21/62) 27 F.R. 1598 (Rewritten);

Jet Route No. 40 (Add)**PENDING AMENDMENT**

Jet Route No. 40 jet advisory area.

Radar Montgomery, Ala., to Norfolk, Va.

7/26/62 27 F.R. 5425 (Added);

Jet Route No. 41 jet advisory area.

Radar Miami, Fla., to Omaha, Nebr.

AMENDMENTS 9/21/61 26 F.R. 7083 (Added);

Jet Route No. 42 jet advisory area.

Radar Dallas, Texas, to Idlewild, N. Y.

AMENDMENTS 9/21/61 26 F.R. 7083 (Added);

Jet Route No. 43 jet advisory area

Radar St. Petersburg, Fla., to INT of Jet Routes Nos., 43 and 70 near Windsor, Ont., Canada.

AMENDMENTS 9/21/61 26 F.R. 7083 (Added);

Jet Route No. 45 jet advisory area

Radar Jacksonville, Fla., to St. Louis, Mo.

AMENDMENTS 9/21/61 26 F.R. 7083 (Added); 6/28/62 27 F.R. 3736 (Changed);

Jet Route No. 49 jet advisory area.

Radar Philipsburg, Pa., to Bangor, Maine.

AMENDMENTS 9/21/61 26 F.R. 7083 (Added);

AMENDMENTS 10/19/61 26 F.R. 8631 (Changed);

PENDING AMENDMENT

Jet Route No. 49 jet advisory area.

Radar Philipsburg, Pa., to the United States/Canadian Border.

7/26/62 27 F.R. 5540 (Rewritten);

Jet Route No. 50 jet advisory area.

Radar Alexandria, La., to Crestview, Fla.

AMENDMENTS 3/8/62 27 F.R. 205 (Added);

Jet Route No. 51 jet advisory area.

Radar Jacksonville, Fla., to Columbia, S. C.

AMENDMENTS 1/11/62 26 F.R. 11729 (Added);

Jet Route No. 52 jet advisory area.

Radar Dallas, Texas, to Atlanta, Ga.

AMENDMENTS 9/21/61 26 F.R. 7083 (Added);

Jet Route No. 53 jet advisory area.

Radar Key West, Fla., to the United States/Canadian Border.

AMENDMENTS 9/21/61 26 F.R. 7083 (Added); 1/11/62 26 F.R. 11729 (Rewritten);

Jet Route No. 55 jet advisory area.

Radar Jacksonville, Fla., to Charleston, S. C.; from Idlewild, N. Y., to the United States/Canadian Border.

AMENDMENTS 9/21/61 26 F.R. 7083 (Added); 6/28/62 27 F.R. 3736 (Rewritten);

Jet Route No. 56 jet advisory area.
Radar Salt Lake City, Utah, to 163 nmi E of Salt Lake City; from 19 nmi W of Kremling, Colo., to Denver, Colo.
Non Radar From 163 nmi E of Salt Lake City, Utah, to 19 nmi W of Kremling, Colo.
AMENDMENTS 9/21/61 26 F.R. 7083 (Added);

Jet Route No. 58 jet advisory area.
Radar Oakland, Calif., to New Orleans, La., excluding the portion below FL 290 from 105 nmi SE of Bryce Canyon, Utah,, to Farmington, N. Mex.
AMENDMENTS 9/21/61 26 F.R. 7083 (Added);
AMENDMENTS On publ. (9/28/61) 26 F.R. 9131 (Rewritten); 2/8/62 27 F.R. 338 (Rewritten);

Jet Route No. 59 jet advisory area.
Radar Philipsburg, Pa., to Syracuse, N. Y.
AMENDMENTS 10/19/61 26 F.R. 8631 (Added);

Jet Route No. 60 jet advisory area.
Radar Los Angeles, Calif., to 65 nmi SW of Grand Junction, Colo.; from 94 nmi WSW of Denver, Colo., to 174 nmi ENE of Denver; from 50 nmi WSW of Wolbach, Nebr., to Idlewild, N. Y.
Non Radar From 65 nmi SW of Grand Junction, Colo., to 94 nmi WSW of Denver, Colo.; from 174 nmi ENE of Denver to 50 nmi WSW of Wolbach, Nebr.
AMENDMENTS 9/21/61 26 F.R. 7083 (Added); 2/8/62 27 F.R. 338 (Rewritten); 5/3/62 27 F.R. 2279 (Rewritten);

PENDING AMENDMENT

Jet Route No. 60 jet advisory area.
Radar Los Angeles, Calif., to 65 nmi SW of Grand Junction, Colo.; from 94 nmi WSW of Denver, Colo., to Idlewild, N. Y.
Non Radar From 65 nmi SW of Grand Junction, Colo., to 94 nmi WSW of Denver, Colo.
7/26/62 27 F.R. 5863 (Rewritten);

Jet Route No. 62 jet advisory area.
Radar Idlewild, N. Y., to Nantucket, Mass.
AMENDMENTS 9/21/61 26 F.R. 7083 (Added);

Jet Route No. 64 jet advisory area.
Radar Los Angeles, Calif., to 20 nmi SW of Alamosa, Colo.; from 25 nmi SW of Hill City, Kans., to Idlewild, N. Y.
Non Radar From 20 nmi SW of Alamosa, Colo., to 25 nmi SW of Hill City, Kans.
AMENDMENTS 9/21/61 26 F.R. 7083 (Added);

Jet Route No. 65 jet advisory area.
Radar Phoenix, Ariz., to INT of Jet Routes Nos., 65 and 78.
AMENDMENTS 9/21/61 26 F.R. 7083 (Added);

Jet Route No. 68 jet advisory area.
Radar Nantucket, Mass., to INT of Jet Routes Nos., 68 and 55.
AMENDMENTS 9/21/61 26 F.R. 7083 (Added);

Jet Route No. 70 jet advisory area.
Radar From the INT of the Portland, Oreg., 318° and the Seattle, Wash., 247° radials, to Idlewild, N.Y.
AMENDMENTS 9/21/61 26 F.R. 7083 (Added); 5/31/62 27 F.R. 2891 (Rewritten);

Jet Route No. 71 jet advisory area.
Radar Appleton, Ohio, to Front Royal, Va.
AMENDMENTS 9/21/61 26 F.R. 7083 (Added);

Jet Route No. 75 jet advisory area.
Radar Miami, Fla., to the United States/Canadian Border.
AMENDMENTS 9/21/61 26 F.R. 7083 (Added);

Jet Route 77 jet advisory area.
Radar Miami, Fla., to West Palm Beach, Fla.
Wilmington, N. C., to the United States/Canadian Border.
AMENDMENTS 9/21/61 26 F.R. 7083 (Added);

Jet Route No. 78 jet advisory area.
Radar Los Angeles, Calif., to Idlewild, N. Y.
AMENDMENTS 9/21/61 26 F.R. 7083 (Added);

Jet Route No. 79 jet advisory area.
Radar Miami, Fla., to West Palm Beach, Fla.
Wilmington, N. C., to Idlewild, N. Y.
AMENDMENTS 9/21/61 26 F.R. 7083 (Added);

PENDING AMENDMENT

Jet Route No. 79 jet advisory area.
Radar Miami, Fla., to West Palm Beach, Fla. From the boundary of the continental control area via the Wilmington, N. C., 192° radial; Wilmington, to Idlewild, N. Y.
7/26/62 27 F.R. 5496 (Rewritten);

Jet Route No. 80 jet advisory area.
Radar Oakland, Calif., to 65 nmi SW of Grand Junction, Colo.; from 94 nmi WSW of Denver, Colo., to 168 nmi ESE of Denver, from 25 nmi W of Hill City, Kans., to Idlewild, N. Y.
Non Radar From 65 nmi SW of Grand Junction, Colo., to 94 nmi WSW of Denver, Colo.; from 168 nmi ESE of Denver to 25 nmi W of Hill City, Kans.
AMENDMENTS 9/21/61 26 F.R. 7083 (Added); 2/8/62 27 F.R. 338 (Rewritten); 5/3/62 27 F.R. 2279 (Changed);

PENDING AMENDMENT

Jet Route No. 80 jet advisory area.
Radar Oakland, Calif., to 65 nmi SW of Grand Junction, Colo.; from 94 nmi WSW of Denver, Colo., to Idlewild, N. Y., excluding the portion below FL 270 between 25 and 44 nmi W of Hill City, Kans.
Non Radar From 65 nmi SW of Grand Junction, Colo., to 94 nmi WSW of Denver, Colo.
8/23/62 27 F.R. 6011 (Rewritten);

Jet Route No. 81 jet advisory area.

Radar Miami, Fla., to Barracuda INT.

AMENDMENTS 9/21/61 26 F.R. 7083 (Added);

Jet Route No. 82 jet advisory area.

Radar Joliet, Ill., to Boston, Mass.

AMENDMENTS 9/21/61 26 F.R. 7083 (Added);

Jet Route No. 84 jet advisory area.

Radar Oakland, Calif., to 50 nmi E of Rock Springs, Wyo.; from 150 nmi E of Rock Springs to 40 nmi E of Scottsbluff, Nebr.; from 50 nmi W of Wolbach, Nebr., to Northbrook, Ill., excluding the portion below FL-270 from 100 nmi W of Scottsbluff to 40 nmi E of Scottsbluff.

Non Radar From 50 nmi E of Rock Springs, Wyo., to 150 nmi E of Rock Springs; from 40 nmi E of Scottsbluff, Nebr., to 50 nmi W of Wolbach, Nebr.

AMENDMENTS 9/21/61 26 F.R. 7083 (Added);

AMENDMENTS (Federal Register error corrected 26 F.R. 7961);

PENDING AMENDMENT

Jet Route No. 84 jet advisory area.

Radar Oakland, Calif., to 50 nmi E of Rock Springs, Wyo.; from 85 nmi E of Rock Springs to Northbrook, Ill.

Non Radar From 50 nmi E of Rock Springs, Wyo., to 85 nmi E of Rock Springs.

7/26/62 27 F.R. 5863 (Rewritten);

Jet Route No. 85 jet advisory area.

Radar Miami, Fla., to the United States/Canadian Border.

AMENDMENTS 9/21/61 26 F.R. 7083 (Added);

Jet Route No. 87 jet advisory area.

Radar Houston, Texas, to Northbrook, Ill.

AMENDMENTS 9/21/61 26 F.R. 7083 (Added);

Jet Route No. 89 jet advisory area.

Radar Miami, Fla., to Duluth, Minn.

AMENDMENTS 9/21/61 26 F.R. 7083 (Added);

Jet Route No. 90 jet advisory area.

Radar Seattle, Wash., to Northbrook, Ill.

AMENDMENTS 9/21/61 26 F.R. 7083 (Added);

PENDING AMENDMENT

Jet Route No. 90 jet advisory area.

Radar Seattle, Wash., to the United States/Canadian Border.

7/26/62 27 F.R. 5425 (Rewritten);

Jet Route No. 91 jet advisory area.

Radar Knoxville, Tenn., to Charleston, W. Va., excluding the airspace below flight level 310.

AMENDMENTS 6/28/62 27 F.R. 4244 (Added);

Jet Route No. 92 jet advisory area.

Radar Oakland, Calif., to Tucson, Ariz.

AMENDMENTS 9/21/61 26 F.R. 7083 (Added);

Jet Route No. 93 jet advisory area.

Radar From the INT of Medford, Oreg., 339° and Portland, Oreg., 222° radials, to Seattle, Wash.

AMENDMENTS 9/21/61 26 F.R. 7083 (Added);

Jet Route No. 94 jet advisory area.

Radar Oakland, Calif., to 50 nmi E of Rock Springs, Wyo.; from 150 nmi E of Rock Springs to 40 nmi NE of Scottsbluff, Nebr.; from 20 nmi SW of O'Neill, Nebr., to Boston, Mass., excluding the portion below FL 270 from 100 nmi W of Scottsbluff to 40 nmi E of Scottsbluff.

Non Radar From 50 nmi E of Rock Springs, Wyo., to 150 nmi E of Rock Springs; from 40 nmi NE of Scottsbluff, Nebr., to 20 nmi SW of O'Neill, Nebr.

AMENDMENTS 9/21/61 26 F.R. 7083 (Added);

PENDING AMENDMENT

Jet Route No. 94 jet advisory area.

Radar Oakland, Calif., to 50 nmi E of Rock Springs, Wyo.; from 85 nmi E of Rock Springs to Boston, Mass.

Non Radar From 50 nmi E of Rock Springs, Wyo., to 85 nmi E of Rock Springs.

7/26/62 27 F.R. 5863 (Rewritten);

Jet Route No. 95 jet advisory area.

Radar Idlewild, N. Y., to the United States/Canadian Border.

AMENDMENTS 9/21/61 26 F.R. 7083 (Added);

Jet Route No. 96 jet advisory area.

Radar Seattle, Wash., to the United States/Canadian Border.

AMENDMENTS 9/21/61 26 F. R. 7083 (Added);

Jet Route No. 97 jet advisory area.

Radar Nantucket, Mass., to Plattsburgh, N. Y.

AMENDMENTS 9/21/61 26 F.R. 7083 (Added); 4/5/62 27 F.R. 882 (Rewritten);

Jet Route No. 101 jet advisory area.

Radar Houston, Texas, to Northbrook, Ill.

AMENDMENTS 9/21/61 26 F.R. 7083 (Added);

Jet Route No. 103 jet advisory area.

Radar St. Petersburg, Fla., to Orlando, Fla.

AMENDMENTS 9/21/61 26 F.R. 7083 (Added);

Jet Route No. 104 jet advisory area.

Radar Tucson, Ariz., to Grants, N. Mex.

AMENDMENTS 9/21/61 26 F.R. 7083 (Added);

Jet Route No. 105 jet advisory area.

Radar Dallas, Texas, to Milwaukee, Wis.

AMENDMENTS 9/21/61 26 F.R. 7083 (Added);

Jet Route No. 106 jet advisory area.

Radar Minneapolis, Minn., to Green Bay, Wis.

AMENDMENTS 9/21/61 26 F.R. 7083 (Added);

Jet Route No. 107 jet advisory area.

Radar From Los Angeles, Calif., to 40 nmi NE of Rock Springs, Wyo.; from 10 nmi NE of Crazy Woman, Wyo., to the United States/Canadian Border.

Non Radar From 40 nmi NE of Rock Springs, Wyo.; to 10 nmi NE of Crazy Woman, Wyo.

AMENDMENTS 9/21/61 26 F.R. 7083 (Added); 2/8/62 27 F.R. 338 (Rewritten);

PENDING AMENDMENT

In Jet Route No. 107 Radar and Non Radar where "10 nmi NE" appears, substitute "105 nmi SW".
7/26/62 27 F.R. 5863 (Changed);

Jet Route No. 109 jet advisory area.

Radar Wilmington, N. C., to Buffalo, N. Y.

AMENDMENTS 10/19/61 26 F.R. 8487 (Added);

Jet Route No. 500 jet advisory area.

Radar From the United States/Canadian Border SE of Lakehead, Ont., Canada, RR to the United States/Canadian Border E of Sault Ste. Marie, Mich.; from the United States/Canadian Border W of Millinocket, Maine, RR to the United States/Canadian Border NE of Millinocket RR, excluding the airspace below flight level 290 from the United States/Canadian border SE of Lakehead, Ontario, Canada, RR to the United States/Canadian border E of Sault Ste. Marie, Mich.

AMENDMENTS 9/21/61 26 F.R. 7083 (Added); On publ. (5/12/62) 27 F.R. 4553 (Changed);

Jet Route No. 501 jet advisory area.

Radar Seattle, Wash., to United States/Canadian Border.

AMENDMENTS 5/31/62 27 F.R. 3237 (Added);

Jet Route No. 515 jet advisory area.

Radar Pembina, N. Dak., RR to the United States/Canadian Border.

AMENDMENTS 9/21/61 26 F.R. 7083 (Added);

Jet Route No. 546 jet advisory area.

Radar Peck, Mich., to the United States/Canadian Border.

AMENDMENTS 9/21/61 26 F.R. 7083 (Added);

§ 602.300 Terminal Jet Advisory Areas

(Unless otherwise specified, the place names appearing in the description of the jet advisory areas indicate the VOR or VORTAC facilities identified by such names).

Atlanta, Ga., jet advisory area.

Radar a. Nashville, Tenn., to Crossville, Tenn.

b. Spartanburg, S. C., via INT of Spartanburg 249° and Norcross, Ga., 054° radials to Norcross.

c. McDonough, Ga., via INT of McDonough 063° and Spartanburg, S. C., 187° radials to Spartanburg.

d. That area NW of Atlanta, Ga., bounded on the NE by Jet Route No. 45, on the S by Jet Route No. 52; and on the NW by Jet Route No. 22.

AMENDMENTS 9/21/61 26 F.R. 7083 (Added);

Baltimore, Md., jet advisory area.

Radar a. Baltimore, Md., via Harrisburg, Pa., to Philipsburg, Pa.

b. Baltimore, Md., via Idlewild, N. Y.; Salisbury, Md.; to Baltimore; and including the area encompassed by this line.

c. Millville, N. J., RR via Control Area Extension 1148 to the boundary of the Continental Control Area.

AMENDMENTS 9/21/61 26 F.R. 7083 (Added);

Boston, Mass., jet advisory area.

Radar a. Nantucket, Mass., CONSOLAN via Control Area Extension 1143 to boundary of the Continental Control Area.

b. Nantucket, Mass., CONSOLAN via Control Area Extension 1144 to boundary of the Continental Control Area.

c. Nantucket, Mass., CONSOLAN via Control Area Extension 1145 to boundary of the Continental Control Area.

d. Direct course between Boston, Mass., and East Boston INT (INT of SE course of Boston, Mass., RR and the 065° bearing from the Squantum, Mass., RBN).

AMENDMENTS 9/21/61 26 F.R. 7083 (Added); 11/16/61 26 F.R. 9849 (Changed); 26 F.R. 10635 (Amendment Alteration);

Chicago, Ill., jet advisory area.

Radar a. Des Moines, Iowa, via INT of Des Moines 067° and Northbrook, Ill., 276° radials; Northbrook; Pullman, Mich.; Waterville, Ohio; Joliet, Ill.; to Des Moines; including the area encompassed by this line.

AMENDMENTS 9/21/61 26 F.R. 7084 (Added);

Cleveland, Ohio, jet advisory area.

Radar a. Cleveland, Ohio, via INT of Cleveland 024° radial with the United States/Canadian Border.

AMENDMENTS 9/21/61 26 F.R. 7084 (Added);

Dallas, Texas, jet advisory area.

- Radar
- a. Wichita Falls, Texas, via Bridgeport, Texas, to Dallas, Texas.
 - b. Texarkana, Ark., via INT of Texarkana 271° and Dallas 061° radials to Dallas, Texas.
 - c. Dallas, Texas, via Quitman, Texas, to Texarkana, Ark.
 - d. Dallas, Texas, via INT of Dallas 239° and Waco, Texas, 353° radials; to Waco.
 - e. Dallas, Texas, via INT of Dallas 187° and Waco, Texas, 037° radials; to Waco.
 - f. Abilene, Texas, to Bridgeport, Texas.
 - g. Abilene, Texas, via INT of Abilene 096° and Britton, Texas, 264° radials; to Britton.

AMENDMENTS 9/21/61 26 F.R. 7084 (Added);

Denver, Colo., jet advisory area.

- Radar
- a. Denver, Colo., via Denver 045° radial for a distance of 100 nmi NE.
 - b. Denver, Colo., via INT of Denver 183° and Kiowa, Colo., 268° radials; Kiowa; to Thurman, Colo.; thence via Thurman 041° radial for a distance of 68 nmi.
 - c. Kiowa, Colo., to Pueblo, Colo.; thence via Jet Route No. 13 for a distance of 21 nmi.
 - d. Roggen, Colo., INT (INT of Denver, Colo., 045° and Akron, Colo., 272° radials) via INT of Akron 272° and Kremmling, Colo., 081° radials to Kremmling.
 - e. Kiowa, Colo., via the direct route between Kiowa and Grand Junction, Colo., to a point 80 nmi W of Kiowa.
 - f. Kremmling, Colo., via the direct route between Kremmling and Grand Junction, Colo., to a point 25 nmi SW of Kremmling.
 - g. Denver, Colo., to Scottsbluff, Nebr.

- Non Radar
- a. Grand Junction, Colo., via the direct route between Grand Junction and Kiowa, Colo., to a point 80 nmi W of Kiowa.
 - b. Grand Junction, Colo., via the direct route between Grand Junction and Kremmling, Colo., to a point 25 nmi SW of Kremmling.

AMENDMENTS 9/21/61 26 F.R. 7084 (Added); 6/28/62 27 F.R. 3917 (Changed);

Detroit, Mich., jet advisory area.

- Radar
- a. Pullman, Mich., via Lansing, Mich.; Salem, Mich.; to INT of Salem 106° radial with the United States/Canadian Border, including the area bounded on the N by this advisory area, on the SE by Jet Route No. 43, and on the SW by Jet Route No. 34.

AMENDMENTS 9/21/61 26 F.R. 7084 (Added);

El Paso, Texas, jet advisory area.

- Radar
- a. Hudspeth, Texas, via INT of Hudspeth 242° radial with the 162° bearing from Clint, Texas, RBN; Clint RBN; El Paso, Texas; Deming, N. Mex., to Tucson, Ariz.
 - b. El Paso, Texas, via El Paso 138° radial to the United States/Mexican Border.
 - c. El Paso, Texas, via El Paso 140° radial to the United States/Mexican Border.

AMENDMENTS 9/21/61 26 F.R. 7084 (Added);

Grand Isle, La., jet advisory area.

- Radar
- a. Grand Isle, La., RBN via Control Area Extension 1226 to Egmont Key, Fla., RBN.

AMENDMENTS 9/21/61 26 F.R. 7084 (Added);

Houston, Texas, jet advisory area.

- Radar
- a. Houston, Texas, via INT of Houston 044° and Lake Charles, La., 273° radials to Lake Charles.
 - b. Houston, Texas, via INT of Houston 090° and Sabine Pass, Texas, 265° radials; Sabine Pass; to Lake Charles, La.
 - c. Houston, Texas, via INT of Houston 314° and Leona, Texas, 173° radials to Leona.
 - d. Houston, Texas, via INT of Houston 353° and Leona, Texas, 140° radials to Leona.
 - e. Houston, Texas, to Galveston, Texas, RBN.
 - f. Galveston, Texas, via Eagle Lake, Texas, to Smithfield, Texas, INT (INT of San Antonio, Texas, 074° and Eagle Lake 291° radials).

AMENDMENTS 9/21/61 26 F.R. 7084 (Added);

PENDING AMENDMENT

Under Radar the following is added:

- g. Houston, Tex., via INT of Houston 290° and Eagle Lake, Tex., 056° radials to Eagle Lake.
- 7/26/62 27 F.R. 4834 (Changed);

In § 602.300 under Houston, Tex., jet advisory area--Radar (f), "Smithfield, Tex., INT" is deleted and "Smithville, Tex., INT" is substituted therefor. 7/26/62 27 F.R. 5497 (Changed);

Kansas City, Kans., jet advisory area.

- Radar
- a. Wolbach, Nebr., to Pawnee City, Nebr.
 - b. Butler, Mo., to Springfield, Mo.

AMENDMENTS 9/21/61 26 F.R. 7084 (Added);

Los Angeles, Calif., jet advisory area.

- a. Los Angeles, Calif., via INT of Los Angeles 185° and Long Beach, Calif., 223° radials; thence via Control Area Extension 1177 to boundary of the Continental Control Area.
- b. Los Angeles, Calif., via Control Area Extension 1316 to boundary of the Continental Control Area.
- c. Los Angeles, Calif., to Santa Barbara, Calif.; thence via Control Area Extension 1176 to boundary of the Continental Control Area.
- d. Los Angeles, Calif., via INT of Los Angeles 185° and Santa Catalina, Calif., 355° radials; Santa Catalina; Oceanside, Calif.; Julian, Calif.; Thermal, Calif.; to Parker, Calif.
- e. Los Angeles, Calif., via Palmdale, Calif., to Hector, Calif.
- f. Los Angeles, Calif., via INT of Los Angeles 338° and Palmdale, Calif., 280° radials; thence via Palmdale 280° radial to its INT with Jet Route No. 1.
- g. Los Angeles, Calif., via INT of Los Angeles 257° and Oxnard, Calif., 155° radials; Oxnard; INT of Oxnard 331° and Santa Barbara, Calif., 109° radials; to Santa Barbara; thence via Santa Barbara 352° radial to its INT with Jet Route No. 1.
- h. Los Angeles, Calif., via Ontario, Calif.; INT of Ontario 091° and Twentynine Palms, Calif., 244° radials; Twentynine Palms; to Peach Springs, Ariz.

AMENDMENTS 9/21/61 26 F.R. 7084 (Added);

Memphis, Tenn., jet advisory area.

- Radar a. From Farmington, Mo., via Dyersburg, Tenn.; Holly Springs, Miss.; Greenwood, Miss.; the INT of the Greenwood 357° and the Pine Bluff, Ark., 082° radials; Pine Bluff; Little Rock, Ark.; the INT of the Little Rock 062° and the Walnut Ridge, Ark., 188° radials; Walnut Ridge; to Farmington, including the area encompassed by this line.

AMENDMENTS 5/31/62 27 F.R. 2891 (Added);

Miami, Fla., jet advisory area.

- Radar a. Lakeland, Fla., via Fort Myers, Fla.; INT of Ft. Myers 137° and Biscayne Bay, Fla., 262° radials; to Biscayne Bay.
b. Copeland, Fla., INT (INT of Fort Myers, Fla., 137° and Miami, Fla., 269° radials) to Miami.
c. West Palm Beach, Fla., to Biscayne Bay, Fla.
d. Miami, Fla., via Marathon, Fla., REN; thence via Control Area Extension 1234 to boundary of the Continental Control Area.
e. Miami, Fla., via Miami 119° radial to boundary of Continental Control Area.
f. Biscayne Bay, Fla., via the Biscayne Bay 087° radial to boundary of Continental Control Area.
g. Biscayne Bay, Fla., via the Biscayne Bay 051° radial to boundary of Continental Control Area.

AMENDMENTS 9/21/61 26 F.R. 7084 (Added); 5/3/62 27 F.R. 2174 (Changed);

Midland, Texas (Add)

PENDING AMENDMENT

Midland, Texas, jet advisory area.

- Radar Midland, Texas, via Midland 283° radial to INT with Jet Route No. 15.
7/26/62 27 F.R. 5736 (Added);

Minneapolis, Minn., jet advisory area.

- Radar a. Watertown, S. Dak., via Darwin, Minn.; to Minneapolis, Minn.
b. Aberdeen, S. Dak.; via Watertown, S. Dak.; Redwood Falls, Minn.; Farmington, Minn.; INT Farmington 124° and Nodine, Minn., 298° radials; to Nodine.
c. Mason City, Iowa, via Farmington, Minn.; Grantsburg, Minn.; to Duluth, Minn.

AMENDMENTS 9/21/61 26 F.R. 7084 (Added);

Nashville, Tenn., jet advisory area.

- Radar a. Nashville, Tenn., via INT of Nashville 044° and London, Ky., 260° radials; thence via London, 260° radial to INT with Jet Route No. 42.
b. Nashville, Tenn., via INT of Nashville 079° and London, Ky., 230° radials; London; thence via London 040° radial to INT with Jet Route No. 42.
c. Nashville, Tenn., via INT of Nashville 284° and Jacks Creek, Tenn., 044° radials; Jacks Creek; thence via Jacks Creek 224° radial to INT with Jet Route No. 42.
d. Nashville, Tenn., via INT of Nashville 223° and Memphis, Tenn., 081° radials; to Memphis.

AMENDMENTS 5/3/62 27 F.R. 1597 (Added);

New Orleans, La., jet advisory area.

- Radar a. New Orleans, La., via INT of New Orleans 326° and Alexandria, La., 105° radials; to Alexandria.
b. New Orleans, La., via Picayune, Miss., to McComb, Miss.
c. McComb, Miss., via McComb 228° radial to Clinton, La., INT (INT of McComb, Miss., 228° and New Orleans, La., 326° radials).
d. New Orleans, La., via INT of New Orleans 100° and Mobile, Ala., 224° radials to Mobile.
e. Picayune, Miss., to Mobile, Ala.
f. Alexandria, La., to Baton Rouge, La.
g. New Orleans, La., via INT of New Orleans 275° and Baton Rouge, La., 132° radials; to Baton Rouge.
h. New Orleans, La., to Grand Isle, La., REN.
i. New Orleans, La., via Tibby, La., to Lafayette, La.
j. New Orleans, La., via INT of New Orleans 100° and Picayune, Miss., 171° radials; to INT of Picayune 161° radials with Grand Isle, La., Control Area Extension 1226.
k. INT of Picayune, Miss., 161° and New Orleans, La., 122° radials to INT of New Orleans 122° radial with Grand Isle, La., Control Area Extension 1226.
l. New Orleans, La., via New Orleans, La., 214° radial to boundary of the Continental Control Area.

AMENDMENTS 9/21/61 26 F.R. 7084 (Added);

PENDING AMENDMENT

Under Radar the following is added:

- m. Picayune, Miss., to Evergreen, Ala.

7/26/62 27 F.R. 4834 (Changed);

In § 602.300 under New Orleans, La., jet advisory area--Radar (j), "Picayune, Miss., 171°" is deleted and "Picayune, Miss., 161°" is substituted therefor. 7/26/62 27 F.R. 5497 (Changed);

New York, N. Y., jet advisory area.

- Radar a. Bridgeport, Conn., via Poughkeepsie, N. Y., to Albany, N. Y.
b. Idlewild, N. Y., via Huguenot, N. Y.; Wilks-Barre, Pa.; to Philipsburg, Pa.
c. Newark, N. J., RR via Control Area Extension 1147 to boundary of the Continental Control Area.

AMENDMENTS 9/21/61 26 F.R. 7084 (Added);

Portland, Oreg., jet advisory area.

- Radar a. Portland, Oreg., via Newberg, Oreg.; INT of Newberg 204° and Eugene, Oreg., 346° radials; to Eugene; thence via Eugene 157° radial to INT with Jet Route No. 1.
b. Newport, Oreg., via Control Area Extension 1419 to boundary of the Continental Control Area.

AMENDMENTS 9/21/61 26 F.R. 7084 (Added);

RULES AND REGULATIONS

Salt Lake City, Utah, jet advisory area.

Radar

- a. Malad City, Idaho, via Ogden, Utah; Salt Lake City, Utah, to Provo, Utah.
- b. Burley, Idaho, to Ogden, Utah.
- c. Fort Bridger, Wyo., via Ogden, Utah; Lucin, Utah; Wells, Nev.; to Elko, Nev.
- d. Provo, Utah, via Provo 315° radial to INT with Jet Route No. 84.
- e. Provo, Utah, to Myton, Utah; thence via Myton 069° radial to INT with Jet Route No. 56.
- f. INT of Ogden, Utah, 212° and Salt Lake City, Utah, 265° radials, via INT of Delta, Utah, 004° and Provo, Utah, 257° radials; to Delta.

AMENDMENTS 9/21/61 26 F.R. 7084 (Added); 4/5/62 27 F.R. 738 (Changed);

San Antonio, Texas, jet advisory area.

Radar

- a. San Antonio, Texas, via INT of San Antonio 057° and Austin, Texas, 198° radials; to Austin.
- b. San Antonio, Texas, via INT of San Antonio 002° and Austin, Texas, 257° radials; to Austin.
- c. Ft. Stockton, Texas, via Junction, Texas; INT of Junction 112° and San Antonio, Texas, 334° radials; San Antonio; to Smithville, Texas, INT (INT of San Antonio 074° and Eagle Lake, Texas, 291° radials).

AMENDMENTS 9/21/61 26 F.R. 7084 (Added);

PENDING AMENDMENT

Under Radar the following is added:

- d. Ft. Stockton, Tex., via Rocksprings, Tex.; INT of Rocksprings 090° and San Antonio, Tex., 309° radials; to San Antonio.

7/26/62 27 F.R. 4834 (Changed);

San Francisco/Oakland, Calif., jet advisory area.

Radar

- a. Oakland, Calif., via Oakland 235° radial to boundary of Continental Control Area.
- b. Oakland, Calif., via Oakland 267° radial to boundary of Continental Control Area.
- c. Oakland, Calif., via INT of Oakland 004° and Linden, Calif., 269° radials; Linden; thence via Linden 117° radial to INT with Jet Route No. 58.
- d. San Francisco, Calif., via INT of San Francisco 304° and Ukiah, Calif., 172° radials; Ukiah; to Red Bluff, Calif.
- e. Oakland, Calif., via INT of Oakland 221° and Point Reyes, Calif., 161° radials; INT of Point Reyes 161° and Big Sur, Calif., 325° radials; INT of Big Sur 325° and Salinas, Calif., 281° radials; to Salinas; thence via Salinas 119° radial to INT with Jet Route No. 1.
- f. Oakland, Calif., via INT Oakland 221° and Point Reyes, Calif., 161° radials; the INT of Point Reyes 161° and Big Sur, Calif., 325° radials; Big Sur; thence via Big Sur 099° radial to Jet Route No. 1.
- g. San Francisco, Calif., via INT of San Francisco 304° and Sacramento, Calif., 233° radials; INT Sacramento 233° and Linden, Calif., 269° radials; Linden; INT Linden 046° and Reno, Nev., 208° radials; to Reno.

AMENDMENTS 9/21/61 26 F.R. 7084 (Added); 4/5/62 27 F.R. 770 (Changed); 5/31/62 27 F.R. 3594 (Changed);

St. Louis, Mo., jet advisory area.

Radar

- a. INT of Jet Route No. 80 and Terre Haute, Ind., 270° radial, via INT of Terre Haute 270° and St. Louis, Mo., 062° radials; to St. Louis.
- b. St. Louis, Mo., via Troy, Ill., to Bible Grove, Ill.; thence via Bible Grove 043° radial to INT with Jet Route No. 80.
- c. Maryland Heights, Mo., to Readsville, Mo.; thence via Readsville 308° radial to INT with Jet Route No. 80.
- d. Springfield, Ill., via Springfield 191° radial to Gillespie, Ill., INT (INT of Troy, Mo., 011° and St. Louis, Mo., 062° radials).
- e. Marion, Ill., INT (INT of Centralia, Ill., 169° and Farmington, Mo., 082° radials); via Centralia; Troy, Ill., to St. Louis, Mo.

AMENDMENTS 9/21/61 26 F.R. 7084 (Added);

Tampa, Fla., jet advisory area.

Radar

- a. St. Petersburg, Fla., to Orlando, Fla.
- b. St. Petersburg, Fla., via INT St. Petersburg 039° and Orlando, Fla., 258° radials; to Orlando.
- c. St. Petersburg, Fla., via Lakeland, Fla., to Orlando, Fla.
- d. St. Petersburg, Fla., to INT of St. Petersburg 275° radial with Grand Isle, La., Control Area Extension 1226.
- e. Egmont Key, Fla., REN direct to INT of Jet Routes Nos. 41 and 85.
- f. Fort Meyers, Fla., via St. Petersburg, Fla., to Eddy, Fla., INT (INT of St. Petersburg 350° and Ocala, Fla., 234° radials).
- g. Ocala, Fla., to INT of Ocala 234° and Cross City, Fla., 185° radials.
- h. St. Petersburg, Fla., via INT of St. Petersburg 290° and Cross City, Fla., 185° radials; to the INT of Cross City 185° and Ocala, Fla., 234° radials.
- i. St. Petersburg, Fla., to Ocala, Fla.
- j. St. Petersburg, Fla., via St. Petersburg 320° radial to the boundary of the continental control area.
- k. Gainesville, Fla., via INT Gainesville 231° and St. Petersburg, Fla., 350° radials; thence S via St. Petersburg 350° radial to the boundary of the continental control area.

AMENDMENTS 9/21/61 26 F.R. 7085 (Added); 6/28/62 27 F.R. 3882 (Changed);

Wilmington, N. C., jet advisory area.

Radar

- a. Wilmington, N. C., via Wilmington Control Area Extension 1150, to boundary of the Continental Control Area.

AMENDMENTS 9/21/61 26 F.R. 7085 (Added);

[Airspace Docket No. 62-WA-77]

PART 608—SPECIAL USE AIRSPACE

Revision of Part

The following revision of Part 608 of the regulations of the Administrator is adopted for the purpose of combining, in one single document, all amendments which have been previously published by the Administrator of the Federal Aviation Agency in the FEDERAL REGISTER, and which were effective prior to June 30, 1962. In addition, pending amendments are listed below the appropriate section and include the effective date and the FEDERAL REGISTER citation. Since the revision does not involve any substantive changes, compliance with the notice, public procedure, and effective date provisions of section 4 of the Administrative Procedure Act is not required.

Pursuant to the authority delegated to me by the Administrator (25 F.R. 12582), this revision to Part 608 is effective upon publication in the FEDERAL REGISTER.

(Sec. 307(a), 72 Stat. 749; 49 U.S.C. 1348)

Issued in Washington, D.C., on July 9, 1962.

D. D. THOMAS,
Director, Air Traffic Service.

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SUBPART A - Introduction

§ 608.1 Basis.

This part is issued pursuant to sections 307 of the Federal Aviation Act of 1958, as amended (72 Stat. 749, 49 U.S.C. 1348) and § 60.13 of this title.

AMENDMENTS On publ. (8/10/61) 26 F.R. 7187 (Rewritten);

§ 608.2 Purpose.

This part is issued in order to designate special use airspace and to prescribe requirements in connection with the use thereof.

AMENDMENTS On publ. (8/10/61) 26 F.R. 7187 (Rewritten);

§ 602.3 Explanation of Terms.

As used in this part, terms are defined as follows:

"Appropriate Authority" means either the using agency or the controlling agency.

"Bearings and radials" are true and outbound from the point of origin.

"Boundaries" mean the horizontal limits of the special use area as described by geographical coordinates or other appropriate references to clearly define the perimeter of the area.

"Continental United States" means all of the States of the United States (excluding Alaska and Hawaii), the District of Columbia, the territorial waters and the overlying airspace thereof.

"Controlling Agency" means that FAA facility designated in Subpart B which may authorize transit of a restricted area in accordance with a letter of joint use procedures.

"Designated Altitudes" means those altitudes designated as the floor(s) and ceiling(s) of a special use area. Altitudes will be expressed in terms of flight levels or as feet above mean sea level.

"E" means east.

"Federal Airway" means a portion of the navigable airspace of the United States designated by the Administrator as a Federal airway.

"Flight Level" means a level of constant atmospheric pressure related to a reference datum of 29.92 inches of mercury expressed in digits representing hundreds of feet. For example, flight level 250 is equivalent to an altimeter indication of 25,000 feet and flight level 265 to 26,500 feet.

"FM" means fan marker.

"ILS" means instrument landing system.

"INT" means intersection.

"Joint Use" means use of a restricted area by the using agency and by the controlling agency as set forth in a letter of joint use procedures which outlines terms and procedures to be followed by the using agency and by the controlling agency.

"Lat." means latitude.

"Long." means longitude.

"Mile" means statute mile unless otherwise specified.

"MM" means instrument landing system middle marker.

"MSL" means "mean sea level".

"N" means north.

"NE" means northeast.

"NW" means northwest.

"OM" means instrument landing system outer marker.

"REN" means radio beacon.

"Restricted Area" means that special use airspace designated in Subpart B of this part wherein the flight of aircraft is limited in accordance with § 608.12 of this part.

"RR" means low or medium frequency radio range station.

"S" means south.

"SE" means southeast.

"Special Use Airspace" means that airspace of defined dimensions identified by an area on the surface of the earth designated by the Administrator wherein the activity being conducted must be confined because of its nature and/or wherein limitations are imposed upon aircraft operations not a part of such activity. The dimensions are limited in time ("Time of Designation"), vertical extent ("Designated Altitudes"), and horizontal extent ("Boundaries").

"Sunset" and "Sunrise" mean the official sunset and sunrise at the location of the special use area.

"SW" means southwest.

"TACAN" means military tactical air navigation aid.

"Time of Designation" means the period or periods of time during which the special use area is in effect.

"United States" means the several States, the District of Columbia, and the several Territories and possessions of the United States, including the territorial waters and the overlying airspace thereof.

"Using Agency" means that agency, organization, or military command designated in Subpart B whose activity within the restricted area necessitated the area being so designated; except that, in the case of those Restricted Area/Military Climb Corridors which do not have a designated controlling agency, the using agency is a military air traffic control facility which may be contacted for transit through the climb corridor.

"VHF" means very high frequency.

"VOR" means very high frequency omnirange station.

"VORTAC" means collocated VOR and TACAN.

"W" means west.

AMENDMENTS On publ. (8/10/61) 26 F.R. 7187 (Rewritten);

SUBPART B - Restricted Areas

§ 608.11 Purpose.

The purpose of this subpart is to designate restricted areas. All activities conducted in a restricted area in accordance with the purpose for which it was designated must be contained therein. In addition, limitations are imposed upon the operation of aircraft within designated restricted areas in accordance with § 608.12.

AMENDMENTS On publ. (8/10/61) 26 F.R. 7188 (Rewritten);

§ 608.12 Restriction.

No person shall operate an aircraft within any area named and described in this subpart, between the designated altitudes, during the time of designation, unless prior permission for such operation has been issued by the appropriate authority.

AMENDMENTS On publ. (8/10/61) 26 F.R. 7188 (Rewritten);

§ 608.13 Using Agency.

The using agency shall submit an annual Utilization Report as prescribed in § 608.15 on each restricted area for which it has been designated "Using Agency" provided, however, that annual Utilization Reports need not be submitted on restricted areas established for climb corridors; shall execute upon request of the Federal Aviation Agency a letter establishing procedures for joint use of the restricted area wherein the using agency would notify the controlling agency whenever permission may be granted by the controlling agency for transit of or flight within the restricted area in accordance with the terms of such a letter; schedule activities in the restricted area; and shall authorize transit of or flight within the restricted area as feasible.

AMENDMENTS On publ. (8/10/61) 26 F.R. 7188 (Rewritten);

§ 608.14 Controlling Agency.

The controlling agency, where feasible, may clear and authorize air traffic for transit of or flight within a restricted area as set forth in a letter of joint use procedures between the using agency and the controlling agency.

AMENDMENTS On publ. (8/10/61) 26 F.R. 7188 (Rewritten);

§ 608.15 Utilization Report.

The following data are to be submitted annually for the 12-month period October 1 through September 30 inclusive. Such data will be forwarded in duplicate by the Using Agency each year so as to reach the Director, Air Traffic Service, Federal Aviation Agency, Washington 25, D. C., not later than January 31 of the year following the reporting period.

(a) Designated name and number of the area as published in Regulations of the Administrator, Part 608 - Special Use Airspace.

(b) Period covered by the report.

(c) A detailed list of the activities carried on in the restricted area by all organizations utilizing the area for the restricted area purposes.

(d) Time daily operations normally are scheduled to begin and end.

(e) Average number of hours the area is actually used per day. In addition, in the case of restricted areas utilized for aircraft operations, the total aircraft hours of actual use per reporting period.

(f) Number days per week, weeks per month, months per year (as appropriate) the area is used for actual operations.

(g) A statement (affirmative or negative) as to whether radar is utilized during operations.

(h) Number and type of aircraft, if any, normally involved in performing activities for which the restricted area is designated.

(i) Altitudes used in daily operations of aircraft. Include for each activity, the altitudes utilized and the number of hours at each such altitude.

(j) A chart of the restricted area (of optional scale and design) depicting the following applicable items:

(1) Approximate location (and/or representative pattern) of firing and/or bombing runs, if any, showing, if appropriate, where run begins, where firing, if any, commences and ends, and release point and pull up.

(2) Location of impact areas, if any.

(k) Maximum ordinate of surface firing (expressed in feet, mean sea level altitude) used to execute required operations.

(l) Number of hours and/or minutes (daily) maximum ordinate altitudes are normally utilized in surface to surface firing operations.

(m) Altitudes normally used for daily surface to surface firing operations.

(n) A chart of the restricted area (of optional scale and design) depicting the following:

(1) Location of firing points and impact areas, if any.

(2) Perimeter of the firing fan for each weapon utilized, if any.

(o) A brief resume outlining any other pertinent facts concerning the present use of the restricted area and requirement for continued use of the area or any part of it.

AMENDMENTS On publ. (8/10/61) 26 F.R. 7188 (Rewritten);

RULES AND REGULATIONS

STATES AND POSSESSIONS

§ 608.21 Alabama

R-2102 Fort McClellan, Ala.

Boundaries. Beginning at Lat. 33°45'32" N, Long. 86°01'12" W; to Lat. 33°45'40" N, Long. 85°54'00" W; to Lat. 33°41'55" N, Long. 85°52'45" W; to Lat. 33°40'15" N, Long. 85°54'00" W; to Lat. 33°41'00" N, Long. 85°55'45" W; to Lat. 33°41'00" N, Long. 85°57'18" W; to Lat. 33°41'18" N, Long. 85°57'18" W; to Lat. 33°41'18" N, Long. 85°59'00" W; to Lat. 33°40'40" N, Long. 85°59'00" W; to Lat. 33°40'40" N, Long. 86°00'00" W; to Lat. 33°41'18" N, Long. 86°00'00" W; to Lat. 33°41'18" N, Long. 86°01'12" W; to the point of beginning.

Designated altitudes. Surface to 24,000 feet MSL.

Time of designation. Continuous.

Using agency. Commanding Officer, Fort McClellan, Ala.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7188 (Rewritten); F. R. error corrected 26 F. R. 8377;

R-2103 Fort Rucker, Ala.

Boundaries. A circular area with a radius of 4 miles centered at Lat. 31°26'55" N, Long. 85°47'45" W.

Designated altitudes. Surface to 24,000 feet MSL.

Time of designation. Continuous.

Using agency. Commanding General, U. S. Army Aviation Center, Fort Rucker, Ala.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7189 (Rewritten);

R-2104 Huntsville, Ala.

Boundaries. Beginning at Lat. 34°39'21" N, Long. 86°35'30" W; to Lat. 34°35'11" N, Long. 86°35'51" W; to Lat. 34°35'26" N, Long. 86°42'01" W; to Lat. 34°42'00" N, Long. 86°44'30" W; to Lat. 34°42'00" N, Long. 86°41'30" W; to Lat. 34°39'36" N, Long. 86°41'40" W; to point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Memphis ARTC Center.

Using agency. Commanding General, United States Army Ordnance Missile Command, Huntsville, Ala.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7189 (rewritten);

§ 608.22 Alaska

R-2201 Anchorage, Alaska (Elmendorf AFB), Restricted Area/Military Climb Corridor.

Boundaries. The area centered on the 296° radial of the Elmendorf AFB TACAN, extending from 8 miles from the W end of Elmendorf AFB runway 23 to 25 miles from the W end of runway 23, and having a width of 2.145 miles at the beginning and expanding uniformly to a width of 4.3 miles at the outer extremity.

Designated altitudes.

3,000 feet MSL to flight level 270 from 3 miles W of the W end of runway 23 to 5 miles W of the W end of runway 23.

5,000 feet MSL to flight level 270 from 5 to 7 miles W of the W end of runway 23.

7,000 feet MSL to flight level 270 from 7 to 12 miles W of the W end of runway 23.

10,000 feet MSL to flight level 270 from 12 to 17 miles W of the W end of runway 23.

13,000 feet MSL to flight level 270 from 17 to 22 miles W of the W end of runway 23.

16,000 feet MSL to flight level 270 from 22 to 25 miles W of the W end of runway 23.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Anchorage Approach Control.

Using agency. Commander, Elmendorf AFB, Alaska.

AMENDMENTS on publ. (8/10/61) 26 F. R. 7189 (Rewritten);

R-2202 Big Delta, Alaska

Boundaries. Beginning at Lat. 64°14'45" N, Long. 146°43'15" W; to Lat. 64°02'30" N, Long. 146°07'10" W; to Lat. 63°59'27" N, Long. 146°10'51" W; to Lat. 63°55'50" N, Long. 145°56'25" W; to Lat. 63°43'00" N, Long. 145°54'52" W; to Lat. 63°42'40" N, Long. 146°00'27" W; to Lat. 63°42'15" N, Long. 146°13'26" W; to Lat. 63°44'00" N, Long. 146°30'00" W; to Lat. 63°50'50" N, Long. 146°47'30" W; thence along the E bank of the East Fork and Little Delta Rivers to the point of beginning.

Designated altitudes. Surface to 60,000 feet MSL.

Time of designation. October 1 through March 31.

Controlling agency. Federal Aviation Agency, Fairbanks ARTC Center

Using agency. President, U. S. Army Arctic Test Board, Fort Greely, Alaska.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7189 (Rewritten); 2/8/62 26 F.R. 12284 (Rewritten);

R-2203 Eagle River, Alaska.

Boundaries. Beginning at latitude 61°29'00" N., longitude 149°33'48" W.; to latitude 61°22'10" N., longitude 149°33'48" W.; to latitude 61°17'15" N., longitude 149°36'15" W.; to latitude 61°17'15" N., longitude 149°42'25" W.; to latitude 61°18'00" N., longitude 149°44'00" W.; to latitude 61°27'15" N., longitude 149°44'00" W.; to the point of beginning.

Designated altitudes. Surface to 18,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Anchorage ARTC Center.

Using agency. Commanding General, U. S. Army Alaska, Fort Richardson, Alaska.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7189 (Rewritten); 5/3/62 27 F.R. 2453 (Rewritten);

R-2204 Shemya, Alaska.

Boundaries. Beginning at Lat. 52°44'48" N, Long. 174°07'06" E; to Lat. 52°43'42" N, Long. 174°07'06" E; to Lat. 52°43'42" N, Long. 174°05'16" E; to Lat. 52°44'48" N, Long. 174°05'16" E; to the point of beginning.

Designated altitudes. Surface to 2,500 feet MSL.

Time of designation. Continuous.

Using agency. Commander, 5040th Air Base Squadron, Shemya AFB, Alaska.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7189 (Rewritten);

R-2205 Yukon, Alaska.

Boundaries. Beginning at Lat. 64°45'30" N, Long. 146°47'20" W; Counterclockwise along the arc of a 25-mile radius circle centered at Lat. 64°50'13" N, Long. 147°36'46" W; to Lat. 64°46'12" N, Long.

146°46'40" W; to Lat. 64°46'10" N, Long. 146°11'15" W; to Lat. 64°35'18" N, Long. 146°11'15" W; to Lat. 64°33'24" N, Long. 146°18'30" W; to Lat. 64°33'25" N, Long. 146°25'00" W; to the point of beginning.

Designated altitudes. Surface to 36,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Fairbanks ARTC Center.

Using agency. Commanding General, U. S. Army Alaska, Fort Richardson, Alaska.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7189 (Rewritten); 2/8/62 26 F.R. 12284 (Rewritten); On publ. (2/24/62) 27 F. R. 1757 (Changed);

R-2206 Clear, Alaska.

Boundaries. The airspace within a radius of 30,000 feet of Lat. 64°17'16" N, Long. 149°10'58" W, extending clockwise from a bearing of 235° to a bearing of 005° and within a radius of 500 feet, extending clockwise from a bearing of 005° to a bearing of 235°.

Designated altitudes. Surface to 5,000 feet MSL.

Time of designation. Continuous.

Using agency. Commander, Air Defense Command, Ent AFB, Colorado.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7189 (Rewritten); On publ. (12/23/61) 26 F. R. 12291 (Rewritten); 6/28/62 27 F.R. 4553 (Changed);

R-2207 Fairbanks, Alaska (Eielson AFB), Restricted Area/Military Climb Corridor.

Boundaries. The area centered on the 016° radial of the Eielson AFB TACAN extending from 5 miles N of the airbase (Lat. 64°40'00" N, Long. 147°06'00" W) to 32 miles N of the airbase having a width of 2 miles at the beginning and expanding uniformly to a width of 4.6 miles at the outer extremity.

Designated altitudes.

3,500 feet MSL to 15,000 feet MSL from 5 miles N of the airbase to 6 miles N of the airbase.

3,500 feet MSL to flight level 240 from 6 to 7 miles N of the airbase.

5,500 feet MSL to flight level 270 from 7 to 9 miles N of the airbase.

7,000 feet MSL to flight level 270 from 9 to 15 miles N of the airbase.

10,000 feet MSL to flight level 270 from 15 to 20 miles N of the airbase.

13,000 feet MSL to flight level 270 from 20 to 25 miles N of the airbase.

16,000 feet MSL to flight level 270 from 25 to 32 miles N of the airbase.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Fairbanks Approach Control.

Using agency. Commander, Eielson AFB, Alaska.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7189 (Rewritten);

R-2208 Fort Greely, Alaska.

Boundaries. Beginning at Lat. 64°02'30" N, Long. 146°07'10" W; to Lat. 63°56'17" N, Long. 145°49'30" W; to Lat. 63°54'20" N, Long. 145°50'20" W; to Lat. 63°50'30" N, Long. 145°50'00" W; to Lat. 63°43'00" N, Long. 145°54'01" W; to Lat. 63°43'00" N, Long. 145°54'52" W; to Lat. 63°55'50" N, Long. 145°56'25" W; to Lat. 63°59'27" N, Long. 146°10'51" W; to the point of beginning.

Designated altitudes. Surface to 23,000 feet MSL.

Time of designation. October 1 through March 31.

Controlling agency. Federal Aviation Agency, Fairbanks ARTC Center.

Using agency. President, U. S. Army Arctic Test Board, Fort Greely, Alaska.

AMENDMENTS 2/8/62 26 F.R. 12284 (Added);

R-2209 Little Delta, Alaska.

Boundaries. Beginning at latitude 64°08'51" N., longitude 146°37'53" W.; to latitude 63°56'25" N., longitude 146°02'46" W.; to latitude 63°51'02" N., longitude 146°12'16" W.; to latitude 64°03'28" N., longitude 146°47'47" W.; to the point of beginning.

Designated altitudes. Surface to 20,000 feet MSL.

Time of designation. April 1 to September 30, as advertised by NOTAM.

Controlling agency. Federal Aviation Agency, Fairbanks ARTC Center.

Using agency. Commander, Alaskan Air Command.

AMENDMENTS 6/28/62 27 F.R. 4473 (Added);

§ 608.23 Arizona**R-2301 Ajo, Arizona.**

Boundaries. Beginning at Lat. 32°50'25" N, Long. 112°49'00" W; to Lat. 32°11'30" N, Long. 112°56'45" W; to Lat. 32°11'30" N, Long. 113°05'30" W; to Lat. 31°58'00" N, Long. 113°05'30" W; along the United States-Mexican border to Lat. 32°23'45" N, Long. 114°28'30" W; to Lat. 32°30'00" N, Long. 114°28'30" W; to Lat. 32°30'00" N, Long. 114°31'00" W; to Lat. 32°35'00" N, Long. 114°31'00" W; to Lat. 32°35'00" N, Long. 114°28'30" W; to Lat. 32°39'40" N, Long. 114°28'30" W; to Lat. 32°40'45" N, Long. 114°18'29" W; along the Southern Pacific Railroad and U. S. Highway No. 80 to Lat. 32°44'15" N, Long. 113°41'05" W; to Lat. 32°45'50" N, Long. 113°34'30" W; to the point of beginning.

Designated altitudes. Surface to flight level 800.

Time of designation. Continuous.

Using agency. Commander, Luke AFB, Arizona.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7189 (Rewritten); On publ. (9/22/61) 26 F. R. 8938 (Rewritten); 6/28/62 27 F.R. 4151 (Changed);

R-2302 Flagstaff, Arizona.

Boundaries. Beginning at Lat. 35°12'00" N, Long. 111°46'00" W; to Lat. 35°10'00" N, Long. 111°46'00" W; to Lat. 35°10'00" N, Long. 111°48'00" W; to Lat. 35°09'00" N, Long. 111°48'00" W; to Lat. 35°09'00" N, Long. 111°55'00" W; to Lat. 35°15'00" N, Long. 111°55'00" W; along the Santa Fe Railroad to the point of beginning.

Designated altitudes. Surface to 11,000 feet MSL.

Time of designation. 0800 to 2400 MST, Monday through Saturday.

Using agency. Commanding Officer, Navajo Ordnance Depot, Flagstaff, Arizona.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7189 (Rewritten);

R-2303 Fort Huachuca, Arizona.

Boundaries. Beginning at Lat. 31°34'40" N, Long. 110°00'00" W; to Lat. 31°29'00" N, Long. 110°00'00" W; to Lat. 31°29'00" N, Long. 110°18'00" W; to Lat. 31°23'45" N, Long. 110°18'00" W; to Lat. 31°23'45" N, Long. 110°39'00" W; to Lat. 31°38'30" N, Long. 110°46'10" W; to Lat. 31°38'30" N, Long. 110°39'30" W; to Lat. 31°41'00" N, Long. 110°33'30" W; to Lat. 31°41'00" N, Long. 110°16'30" W; to Lat. 31°41'40" N, Long. 110°15'00" W; to Lat. 31°41'40" N, Long. 110°13'30" W; to the point of beginning.

Designated altitudes. Surface to 35,000 feet MSL.

Time of designation. Continuous.

Using agency. Commanding General, U. S. Army Electronic Proving Ground, Fort Huachuca, Arizona.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7189 (Rewritten);

R-2304 Gila Bend, Arizona

Boundaries. Beginning at Lat. 32°38'30" N, Long. 112°18'00" W; to Lat. 32°26'40" N, Long. 112°18'00" W; to Lat. 32°26'40" N, Long. 112°43'30" W; to Lat. 32°49'00" N, Long. 112°39'00" W; to the point of beginning.

Designated altitudes. Surface to flight level 400.

Time of designation. Sunrise to sunset, Monday through Friday, VFR.

Using agency. Commander, Luke AFB, Arizona.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7189 (Rewritten);

R-2305 Gila Bend, Arizona

Boundaries. Beginning at Lat. 32°50'25" N, Long. 112°49'00" W; to Lat. 32°50'52" N, Long. 112°42'53" W; to Lat. 32°49'00" N, Long. 112°39'00" W; to Lat. 32°29'00" N, Long. 112°43'00" W; to Lat. 32°29'00" N, Long. 112°53'30" W; to the point of beginning.

Designated altitudes. Surface to flight level 400.

Time of designation. Sunrise to sunset.

Using agency. Commander, Luke AFB, Ariz.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7189 (Rewritten);

R-2307 Yuma, Arizona

Boundaries. Beginning at Lat. 32°52'00" N, Long. 114°00'00" W; to Lat. 32°52'50" N, Long. 113°50'10" W; to Lat. 32°58'00" N, Long. 113°37'20" W; to Lat. 33°02'00" N, Long. 113°37'20" W; to Lat. 33°02'00" N, Long. 113°56'30" W; to Lat. 33°00'00" N, Long. 114°11'00" W; to Lat. 33°00'00" N, Long. 114°31'00" W; to Lat. 32°51'15" N, Long. 114°31'00" W; to Lat. 32°52'30" N, Long. 114°21'00" W; to Lat. 32°51'15" N, Long. 114°21'00" W; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Using agency. Commanding Officer, Yuma Test Station, Yuma, Ariz.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7190 (Rewritten);

§ 608.24 Arkansas

R-2401 Fort Chaffee, Ark.

Boundaries. Beginning at Lat. 35°17'30" N, Long. 94°12'17" W; to Lat. 35°14'30" N, Long. 94°12'15" W; to Lat. 35°14'00" N, Long. 94°13'00" W; to Lat. 35°14'00" N, Long. 94°15'00" W; to Lat. 35°14'45" N, Long. 94°16'30" W; to Lat. 35°18'15" N, Long. 94°17'00" W; to the point of beginning.

Designated altitudes. Surface to 6,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, St. Louis ARTC Center.

Using agency. Commanding General, Fort Chaffee, Ark.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7190 (Rewritten); On publ. (12/7/61) 26 F. R. 11729 (CHANGED);

R-2402 Fort Chaffee, Ark.

Boundaries. Beginning at Lat. 35°17'30" N, Long. 94°12'17" W; to Lat. 35°16'00" N, Long. 94°01'30" W; to Lat. 35°11'30" N, Long. 94°01'30" W; to Lat. 35°11'30" N, Long. 94°10'00" W; to Lat. 35°14'00" N, Long. 94°10'00" W; to Lat. 35°14'00" N, Long. 94°13'00" W; to Lat. 35°14'30" N, Long. 94°12'15" W; to the point of beginning.

Designated altitudes. Surface to 26,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, St. Louis ARTC Center.

Using agency. Commanding General, Fort Chaffee, Ark.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7190 (Rewritten); On publ. (12/7/61) 26 F. R. 11729 (CHANGED);

R-2403 Little Rock, Ark.

Boundaries. Beginning at Lat. 34°57'00" N, Long. 92°15'00" W; to Lat. 34°52'00" N, Long. 92°15'00" W; to Lat. 34°52'00" N, Long. 92°19'30" W; to Lat. 34°57'00" N, Long. 92°19'30" W; to the point of beginning.

Designated altitudes. Surface to 6,000 feet MSL.

Time of designation. 0700 Saturday through 1700 Sunday CST, Sept. 1 through May 31; and 0600 to 2400 CST, daily, June 1 through August 31.

Controlling agency. Federal Aviation Agency, Little Rock Control Tower.

Using agency. Adjutant General, State of Arkansas, Little Rock, Arkansas.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7190 (Rewritten); On publ. (9/7/61) 26 F. R. 8416 (Rewritten);

§ 608.25 California

R-2501 Bullion Mountains, Calif.

Boundaries. Beginning at Lat. 34°41'00" N, Long. 116°03'00" W; to Lat. 34°35'30" N, Long. 115°58'00" W; to Lat. 34°33'00" N, Long. 115°47'00" W; to Lat. 34°25'00" N, Long. 115°47'00" W; to Lat. 34°25'00" N, Long. 115°44'00" W; to Lat. 34°14'00" N, Long. 115°44'00" W; to Lat. 34°14'00" N, Long. 116°17'00" W; to Lat. 34°30'00" N, Long. 116°26'30" W; to Lat. 34°40'30" N, Long. 116°29'40" W; to Lat. 34°43'00" N, Long. 116°26'20" W; to Lat. 34°43'00" N, Long. 116°17'00" W; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Los Angeles ARTC Center.

Using agency. Commanding General, Marine Corps Base, Twentynine Palms, Calif.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7190 (Rewritten);

R-2502 Fort Irwin, Calif.

Boundaries. Beginning at Lat. 35°37'45" N, Long. 116°29'40" W; to Lat. 35°34'30" N, Long. 116°29'40" W; to Lat. 35°34'30" N, Long. 116°23'30" W; to Lat. 35°28'35" N, Long. 116°18'45" W; to Lat. 35°18'45" N, Long. 116°18'45" W; to Lat. 35°07'00" N, Long. 116°34'00" W; to Lat. 35°07'00" N, Long. 116°47'45" W; to Lat. 35°10'00" N, Long. 116°49'00" W; to Lat. 35°19'00" N, Long. 116°49'00" W; to Lat. 35°19'00" N, Long. 116°55'20" W; to Lat. 35°37'45" N, Long. 116°55'20" W; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Los Angeles ARTC Center.

Using agency. Commanding General, Fort Irwin, Calif.

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AMENDMENTS 8/24/61 26 F.R. 5389 (Rewritten);

AMENDMENTS On publ. (8/10/61) 26 F.R. 7190 (Rewritten); On publ. (10/28/61) 26 F.R. 10125 (CHANGED);

R-2503 Camp Pendleton, Calif.

Boundaries. Beginning at latitude 33°24'23" N., longitude 117°15'15" W.; to latitude 33°18'00" N., longitude 117°16'08" W.; to latitude 33°17'30" N., longitude 117°16'40" W.; to latitude 33°18'20" N., longitude 117°21'48" W.; to latitude 33°27'48" N., longitude 117°33'15" W.; to latitude 33°30'13" N., longitude 117°29'13" W.; to the point of beginning.

Designated altitudes. Surface to 15,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, El Toro Approach Control.

Using agency. Commanding General, Camp Pendleton, Calif.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7190 (Rewritten); On publ. (3/24/62) 27 F.R. 2764 (Rewritten);

R-2504 Camp Roberts, Calif.

Boundaries. Beginning at Lat. 35°49'45" N, Long. 120°49'00" W; to Lat. 35°43'45" N, Long. 120°45'30" W; to Lat. 35°43'45" N, Long. 120°48'45" W; to Lat. 35°46'30" N, Long. 120°52'00" W; to the point of beginning.

Designated altitudes. Surface to 5,000 feet MSL.

Time of designation. Continuous.

Using agency. Commanding Officer, Camp Roberts, Calif.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7190 (Rewritten);

R-2505 China Lake, Calif.

Boundaries. Beginning at Lat. 36°14'00" N, Long. 117°53'00" W; to Lat. 36°14'00" N, Long. 117°25'00" W; to Lat. 35°40'30" N, Long. 117°25'00" W; to Lat. 35°37'30" N, Long. 117°35'30" W; to Lat. 35°37'30" N, Long. 117°47'30" W; to Lat. 35°54'00" N, Long. 117°53'00" W; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Los Angeles ARTC Center

Using agency. Commander, Naval Ordnance Test Station, China Lake, Calif.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7190 (Rewritten);

AMENDMENTS 9/21/61 26 F. R. 7330 (Changed); On publ. (10/25/61) 26 F. R. 9986 (CHANGED);

R-2506 China Lake South, Calif.

Boundaries. Beginning at Lat. 35°37'30" N, Long. 117°41'30" W; to Lat. 35°24'00" N, Long. 117°40'30" W; to Lat. 35°24'00" N, Long. 117°46'30" W; to Lat. 35°37'30" N, Long. 117°47'30" W; to the point of beginning.

Designated altitudes. Surface to 6,000 feet MSL.

Time of designation. Sunrise to sunset, Monday through Friday.

Controlling agency. Federal Aviation Agency, Los Angeles ARTC Center.

Using agency. Commander, Naval Ordnance Test Station, China Lake, Calif.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7190 (Rewritten);

AMENDMENTS 9/21/61 26 F. R. 7330 (Changed); On publ. (10/25/61) 26 F. R. 9986 (CHANGED);

R-2507 Chocolate Mountains, California

Boundaries. Beginning at Lat. 33°32'40" N, Long. 115°33'50" W; to Lat. 33°31'30" N, Long. 115°32'00" W; to Lat. 33°31'15" N, Long. 115°26'45" W; to Lat. 33°29'00" N, Long. 115°20'00" W; to Lat. 33°25'50" N, Long. 115°14'30" W; to Lat. 33°24'15" N, Long. 115°17'00" W; to Lat. 33°21'40" N, Long. 115°12'00" W; to Lat. 33°22'50" N, Long. 115°09'58" W; to Lat. 33°08'45" N, Long. 114°56'40" W; to Lat. 33°01'00" N, Long. 115°06'00" W; to Lat. 33°28'30" N, Long. 115°42'10" W; to the point of beginning, excluding the portion that would coincide with VOR Federal airway no. 117.

Designated altitudes. Surface to flight level 500.

Time of designation. Continuous.

Using agency. Commanding Officer, Marine Corps Auxiliary Air Station, Yuma, Ariz.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7190 (Rewritten);

R-2508 Complex, Calif.

Boundaries. Beginning at Lat. 37°12'00" N, Long. 117°20'00" W; to Lat. 35°34'00" N, Long. 116°23'00" W; to Lat. 35°28'35" N, Long. 116°18'45" W; to Lat. 35°18'45" N, Long. 116°18'45" W; to Lat. 35°07'00" N, Long. 116°34'00" W; to Lat. 35°07'00" N, Long. 116°47'45" W; to Lat. 35°08'50" N, Long. 116°48'40" W; to Lat. 35°06'30" N, Long. 116°58'40" W; to Lat. 34°53'30" N, Long. 117°11'50" W; to Lat. 34°50'20" N, Long. 117°32'00" W; to Lat. 34°48'30" N, Long. 117°32'00" W; to Lat. 34°48'00" N, Long. 117°35'00" W; to Lat. 34°48'00" N, Long. 118°01'00" W; to Lat. 34°49'40" N, Long. 118°05'45" W; to Lat. 34°51'30" N, Long. 118°05'45" W; to Lat. 34°56'00" N, Long. 118°21'00" W; to Lat. 35°15'00" N, Long. 118°35'00" W; to Lat. 37°12'00" N, Long. 118°35'00" W; to the point of beginning.

Designated altitudes. 20,000 feet MSL to unlimited.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Los Angeles ARTC Center.

Using agency. Commander, Naval Ordnance Test Station, China Lake, Calif.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7190 (Rewritten);

AMENDMENTS 8/24/61 26 F. R. 5389 (Rewritten); On publ. (10/25/61) 26 F. R. 9986 (CHANGED);

R-2509 Cuddeback Dry Lake, Calif.

Boundaries. Beginning at Lat. 35°25'00" N, Long. 117°26'00" W; to Lat. 35°25'00" N, Long. 117°16'52" W; to Lat. 35°15'56" N, Long. 117°16'52" W; to Lat. 35°15'56" N, Long. 117°26'00" W; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous, VFR.

Controlling agency. Federal Aviation Agency, Los Angeles ARTC Center.

Using agency. Commander, George AFB, Calif.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7190 (Rewritten);

R-2510 El Centro, Calif.

Boundaries. Beginning at Lat. 32°59'35" N, Long. 115°43'30" W; to Lat. 32°52'40" N, Long. 115°43'30" W; counterclockwise along the arc of a 5-mile radius circle centered at Lat. 32°49'20" N, Long. 115°40'15" W; to Lat. 32°50'05" N, Long. 115°45'20" W; to Lat. 32°50'05" N, Long. 115°55'00" W; to Lat. 32°55'50" N, Long. 115°55'00" W; to Lat. 33°01'20" N, Long. 116°02'15" W; to Lat. 33°06'35" N, Long. 115°56'50" W; to Lat. 33°06'35" N, Long. 115°51'12" W; to the point of beginning.

Designated altitudes. Surface to flight level 400.

Time of designation. Continuous.

Using agency. Commanding Officer, Marine Corps Auxiliary Air Station, Yuma, Arizona.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7190 (Rewritten);

R-2511 Fort Ord, Calif.

Boundaries. Beginning at Lat. 36°41'15" N, Long. 121°47'40" W; to Lat. 36°39'40" N, Long. 121°43'20" W; to Lat. 36°37'35" N, Long. 121°41'17" W; to Lat. 36°34'54" N, Long. 121°43'01" W; to Lat. 36°34'30" N, Long. 121°47'40" W; counterclockwise along the arc of a 3-mile radius circle centered at Lat. 36°35'30" N, Long. 121°50'30" W; to Lat. 36°38'00" N, Long. 121°50'20" W; to Lat. 36°38'15" N, Long. 121°51'45" W; to Lat. 36°42'00" N, Long. 121°49'45" W; to Lat. 36°40'59" N, Long. 121°48'49" W; to the point of beginning.

Designated altitudes. Surface to 3,000 feet MSL.

Time of designation. Continuous.

Using agency. Commanding General, Fort Ord, Calif.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7190 (Rewritten);

R-2512 Holtville, Calif.

Boundaries. Beginning at Lat. 33°05'00" N, Long. 115°17'30" W; to Lat. 33°00'00" N, Long. 115°13'30" W; to Lat. 32°51'00" N, Long. 115°05'30" W; to Lat. 32°51'00" N, Long. 115°17'00" W; to Lat. 32°58'00" N, Long. 115°17'30" W; to Lat. 33°05'00" N, Long. 115°20'00" W; to the point of beginning.

Designated altitudes. Surface to flight level 400.

Time of designation. Continuous.

Using agency. Commanding Officer, Marine Corps Auxiliary Air Station, Yuma, Ariz.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7191 (Rewritten);

R-2513 Hunter-Liggett, Calif.

Boundaries. Beginning at Lat. 36°03'30" N, Long. 121°16'30" W; to Lat. 35°54'45" N, Long. 121°05'00" W; to Lat. 35°51'45" N, Long. 121°07'45" W; to Lat. 35°49'45" N, Long. 121°21'00" W; to Lat. 35°53'00" N, Long. 121°24'45" W; to Lat. 36°01'00" N, Long. 121°24'45" W; to the point of beginning.

Designated altitudes. Surface to 40,000 feet MSL.

Time of designation. Continuous.

Using agency. Commanding Officer, Hunter-Liggett Military Reservation, Calif.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7191 (Rewritten);

R-2514 Merced, Calif. (Castle AFB), Restricted Area/Military Climb Corridor.

Boundaries. The area centered on the NW course of the Castle AFB ILS localizer, extending from 5 miles NW of the airbase (Lat. 37°22'45" N, Long. 120°34'00" W) to 32 miles NW of the airbase with a width of 2 miles at the beginning and expanding uniformly to a width of 4.6 miles at the outer extremity.

Designated altitudes:

2,200 feet MSL to 15,200 feet MSL from 5 miles NW of the airbase to 6 miles NW of the airbase.

2,200 feet MSL to flight level 242 from 6 to 7 miles NW of the airbase.

2,200 feet MSL to flight level 270 from 7 to 10 miles NW of the airbase.

6,200 feet MSL to flight level 270 from 10 to 15 miles NW of the airbase.

10,200 feet MSL to flight level 270 from 15 to 20 miles NW of the airbase.

15,200 feet MSL to flight level 270 from 20 to 25 miles NW of the airbase.

19,200 feet MSL to flight level 270 from 25 to 32 miles NW of the airbase.

Time of designation. Continuous.

Using agency. Castle AFB Approach Control.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7191 (Rewritten);

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R-2515 Muroc Lake, Calif.

Boundaries. Beginning at Lat. 35°19'00" N, Long. 116°49'00" W; to Lat. 35°10'00" N, Long. 116°49'00" W; to Lat. 35°08'50" N, Long. 116°48'40" W; to Lat. 35°06'30" N, Long. 116°58'40" W; to Lat. 34°53'30" N, Long. 117°11'50" W; to Lat. 34°50'20" N, Long. 117°32'00" W; to Lat. 34°48'30" N, Long. 117°32'00" W; to Lat. 34°48'00" N, Long. 117°35'00" W; to Lat. 34°48'00" N, Long. 118°01'00" W; to Lat. 34°49'40" N, Long. 118°05'45" W; to Lat. 35°01'00" N, Long. 118°05'45" W; to Lat. 35°27'40" N, Long. 117°26'00" W; to Lat. 35°15'56" N, Long. 117°26'00" W; to Lat. 35°15'56" N, Long. 116°55'20" W; to Lat. 35°19'00" N, Long. 116°55'20" W; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Los Angeles ARTC Center.

Using agency. Commander, Edwards AFB, Calif.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7191 (Rewritten);

R-2516 Naval Missile Facility, Point Arguello, Calif.

Boundaries. Beginning at Lat. 34°56'30" N, Long. 120°43'30" W; to Lat. 34°55'40" N, Long. 120°39'40" W; to Lat. 34°49'00" N, Long. 120°27'15" W; to Lat. 34°46'15" N, Long. 120°26'40" W; to Lat. 34°39'50" N, Long. 120°31'15" W; to Lat. 34°35'00" N, Long. 120°31'40" W; to Lat. 34°34'52" N, Long. 120°42'37" W; thence 3 nautical miles from and parallel to the shoreline to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Using agency. Commander, Pacific Missile Range, Point Mugu, Calif.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7191 (Rewritten);

R-2517 Naval Missile Facility, Point Arguello, Calif.

Boundaries. Beginning at Lat. 34°34'52" N, Long. 120°42'57" W; to Lat. 34°35'00" N, Long. 120°30'00" W; to Lat. 34°24'00" N, Long. 120°30'00" W; thence 3 nautical miles from and parallel to the shoreline to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Using agency. Commander, Pacific Missile Range, Point Mugu, Calif.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7191 (Rewritten);

R-2518 Offshore of California.

Boundaries. A circular area with a 300-yard radius centered at Lat. 33°02'04" N, Long. 118°36'47" W.

Designated altitudes. Surface to 2,000 feet MSL.

Time of designation. Sunrise to sunset.

Using agency. Commander, 11th Naval District, San Diego, Calif.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7191 (Rewritten);

R-2519 Point Mugu, Calif.

Boundaries. Beginning at Lat. 34°07'00" N, Long. 119°07'00" W; to Lat. 34°04'15" N, Long. 119°03'40" W; to Lat. 34°02'15" N, Long. 119°04'20" W; thence 3 nautical miles from and parallel to the shoreline to Lat. 34°05'30" N, Long. 119°13'00" W; to Lat. 34°05'55" N, Long. 119°11'15" W; to Lat. 34°07'08" N, Long. 119°09'32" W; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Los Angeles ARTC Center.

Using agency. Commander, Pacific Missile Range, Point Mugu, Calif.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7191 (Rewritten);

R-2520 Point Mugu, Calif.

Boundaries. Beginning at Lat. 34°08'30" N, Long. 119°06'10" W; to Lat. 34°07'00" N, Long. 119°05'00" W; to Lat. 34°06'15" N, Long. 119°05'25" W; to Lat. 34°07'00" N, Long. 119°07'00" W; to Lat. 34°07'07" N, Long. 119°09'00" W; to Lat. 34°08'30" N, Long. 119°07'40" W; to the point of beginning.

Designated altitudes. Surface to 3,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Los Angeles ARTC Center.

Using agency. Commander, Pacific Missile Range, Point Mugu, Calif.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7191 (Rewritten);

R-2521 Salton Sea, Calif.

Boundaries. Beginning at latitude 33°18'00" N., longitude 115°44'00" W.; to latitude 33°10'40" N., longitude 115°44'00" W.; to latitude 33°10'40" N., longitude 115°49'50" W.; to latitude 33°23'15" N., longitude 115°58'40" W.; to latitude 33°26'15" N., longitude 115°54'00" W.; to the point of beginning.

Designated altitudes. Surface to flight level 600 sunrise to sunset; surface to 1,000 feet MSL sunset to sunrise.

Time of designation. Sunrise Monday to 2400 PST Friday.

Controlling agency. Federal Aviation Agency, Los Angeles ARTC Center.

Using agency. Commander, 6511th Test Group (USAF), El Centro, Calif.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7191 (Rewritten); On publ. (4/5/62) 27 F.R. 3237 (Rewritten);

R-2522 San Rafael, Calif. (Hamilton AFB). Restricted Area/Military Climb Corridor.

Boundaries. The area centered on the 325° radial of the Hamilton VOR extending from 7 miles NW of the airbase at Lat. 38°03'35" N, Long. 122°30'30" W to 34 miles NW of the airbase having a width of 2 miles at the beginning and expanding uniformly to a width of 4.6 miles at the outer extremity.

Designated altitudes:

- 2,000 feet MSL to 15,000 feet MSL from 7 miles NW of the airbase to 8 miles NW of the airbase.
- 2,000 feet MSL to flight level 240 from 8 to 9 miles NW of the airbase.
- 2,000 feet MSL to flight level 270 from 9 to 12 miles NW of the airbase.
- 6,000 feet MSL to flight level 270 from 12 to 17 miles NW of the airbase.
- 10,000 feet MSL to flight level 270 from 17 to 22 miles NW of the airbase.
- 15,000 feet MSL to flight level 270 from 22 to 27 miles NW of the airbase.
- 19,000 feet MSL to flight level 270 from 27 to 34 miles NW of the airbase.

Time of designation. Continuous.

Using agency. Hamilton AFB Approach Control.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7191 (Rewritten);

R-2524 Trona, Calif.

Boundaries. Beginning at Lat. 35°47'46" N, Long. 116°55'20" W; to Lat. 35°15'56" N, Long. 116°55'20" W; to Lat. 35°15'56" N, Long. 117°16'52" W; to Lat. 35°25'00" N, Long. 117°16'52" W; to Lat. 35°25'00" N, Long. 117°26'00" W; to Lat. 35°36'00" N, Long. 117°26'00" W; to Lat. 35°36'00" N, Long. 117°16'52" W; to Lat. 35°47'46" N, Long. 117°16'52" W; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Los Angeles ARTC Center.

Using agency. Commander, Naval Ordnance Test Station, China Lake, Calif.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7191 (Rewritten);

AMENDMENTS On publ. (10/25/61) 26 F. R. 9986 (Changed);

R-2525 Vernalis, Calif.

Boundaries. A 5-nautical mile radius circle centered at latitude 37°24'00" N., longitude 121°20'00" W.

Designated altitudes. Surface to 17,000 feet MSL.

Time of designation. One hour before sunrise to one hour after sunset.

Controlling agency. Federal Aviation Agency, Oakland ARTC Center.

Using agency. Commander, Naval Air Bases, 12th Naval District, Alameda, Calif.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7191 (Rewritten); 5/31/62 27 F.R. 3593 (Rewritten);

R-2526 Victorville, Calif. (George AFB), Restricted Area/Military Climb Corridor.

Boundaries. The area centered on the 242° radial of the George AFB VOR extending from 5 miles W of the airbase (Lat. 34°35'45" N, Long. 117°22'55" W) to 30 miles W of the airbase with a width of 2 miles at the beginning and expanding uniformly to a width of 4.6 miles at the outer extremity.

Designated altitudes:

- 4,900 feet MSL to 17,900 feet MSL from 5 miles W of the airbase to 6 miles W of the airbase.
- 4,900 feet MSL to flight level 269 from 6 to 7 miles W of the airbase.
- 5,900 feet MSL to flight level 270 from 7 to 8 miles W of the airbase.
- 6,900 feet MSL to flight level 270 from 8 to 9 miles W of the airbase.
- 7,900 feet MSL to flight level 270 from 9 to 10 miles W of the airbase.
- 8,900 feet MSL to flight level 270 from 10 to 11 miles W of the airbase.
- 9,900 feet MSL to flight level 270 from 11 to 12 miles W of the airbase.
- 10,900 feet MSL to flight level 270 from 12 to 13 miles W of the airbase.
- 11,900 feet MSL to flight level 270 from 13 to 15 miles W of the airbase.
- 12,900 feet MSL to flight level 270 from 15 to 20 miles W of the airbase.
- 17,900 feet MSL to flight level 270 from 20 to 25 miles W of the airbase.
- 21,900 feet MSL to flight level 270 from 25 to 30 miles W of the airbase.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Edwards Approach Control.

Using agency. Commander, George AFB, Calif.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7191 (Rewritten);

AMENDMENTS 10/19/61 26 F. R. 8247 (Changed);

R-2527 Oxnard, Calif. (Oxnard AFB), Restricted Area/Military Climb Corridor.

Boundaries. The area centered on the Oxnard AFB TACAN 270° radial and the Oxnard AFB ILS localizer W course bounded by a line beginning at Lat. 34°13'45" N, Long. 119°12'55" W; to Lat. 34°11'55" N, Long. 119°12'55" W; to Lat. 34°11'30" N, Long. 119°18'45" W; along the continental limits of the United States to Lat. 34°13'55" N, Long. 119°19'40" W; to the point of beginning.

Designated altitudes:

- 2,100 feet MSL to 15,100 feet MSL from 7 miles W of the TACAN to 8 miles W of the TACAN.
- 2,100 feet MSL to flight level 240 from 8 to 9 miles W of the TACAN.
- 2,100 feet MSL to flight level 270 from 9 to 12 miles W of the TACAN.
- 6,100 feet MSL to flight level 270 from 12 miles W of the TACAN to the continental limits of the U. S.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Ventura Approach Control.

Using agency. Commander, Oxnard AFB, Calif.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7192 (Rewritten);

R-2528 Newman, Calif.

Boundaries. Beginning at latitude 37°19'50" N., longitude 121°04'05" W., to latitude 37°16'25" N., longitude 121°02'55" W.; thence clockwise along the arc of a 3-nautical mile radius circle centered at latitude 37°17'30" N., longitude 121°06'30" W.; to latitude 37°15'30" N., longitude 121°03'30" W.; to latitude 37°05'50" N., longitude 121°01'45" W.; to latitude 37°05'15" N., longitude 121°08'00" W.; to latitude 37°17'00" N., longitude 121°10'12" W.; thence along the arc of a 3-nautical mile radius circle centered at latitude 37°17'30" N., longitude 121°06'30" W.; to the point of beginning.

Designated altitudes. 2,000 feet MSL to 17,000 feet MSL.

Time of designation. One hour before sunrise to one hour after sunset.

Controlling agency. Federal Aviation Agency, Oakland ARTC Center.

Using agency. Commander, Naval Air Bases, 12th Naval District, Alameda, Calif.

AMENDMENTS 5/31/62 27 F.R. 3593 (Added);

§ 608.26 Colorado.

R-2601 Fort Carson, Colo.

Boundaries. Beginning at Lat. 38°32'06" N, Long. 104°49'18" W; to Lat. 38°32'06" N, Long. 104°45'00" W; to Lat. 38°43'38" N, Long. 104°45'50" W; to Lat. 38°43'43" N, Long. 104°46'20" W; to Lat. 38°42'58" N, Long. 104°48'30" W; to Lat. 38°43'12" N, Long. 104°49'07" W; thence southwest along Colorado Highway #115 to Lat. 38°39'00" N, Long. 104°51'40" W; to Lat. 38°36'20" N, Long. 104°51'40" W; to the point of beginning.

Designated altitudes. Surface to 40,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Denver ARTC Center.

Using agency. Commanding General, Fort Carson, Colo.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7192 (Rewritten);

AMENDMENTS On publ. (8/24/61) 26 F. R. 7875 (Rewritten);

§ 608.27 Connecticut

§ 608.28 Delaware

R-2801 Bethany Beach, Del.

Boundaries. Beginning at Lat. 38°31'15" N, Long. 75°03'10" W; to Lat. 38°33'45" N, Long. 74°59'33" W; thence 3 nautical miles from and parallel to the shoreline to Lat. 38°26'45" N, Long. 74°59'15" W; to Lat. 38°29'03" N, Long. 75°03'00" W; to the point of beginning.

Designated altitudes. Surface to 36,000 feet MSL.

Time of designation. 0800 to 2000 EST, Monday through Friday, July 1 through August 31.

Using agency. Commanding General, Second U. S. Army, Fort Meade, Md.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7192 (Rewritten);

R-2803 Dover, Del. (Dover AFB), Restricted Area/Military Climb Corridor.

Boundaries. The area based on the 184° radials of the Dover AFB VOR and the Dover AFB TACAN extending from 5 miles S of the airbase (Lat. 39°07'45" N, Long. 75°27'50" W) to 32 miles S of the airbase having a width at the beginning from 1 mile W of the TACAN 184° radial to 2.3 miles E of the VOR 184° radial and expanding uniformly to a width at the outer extremity from 2.3 miles W of the TACAN 184° radial to 2.3 miles E of the VOR 184° radial.

Designated altitudes:

2,000 feet MSL to 15,000 feet MSL from 5 miles S of the airbase to 6 miles S of the airbase.

2,000 feet MSL to flight level 240 from 6 to 7 miles S of the airbase.

2,000 feet MSL to flight level 270 from 7 to 10 miles S of the airbase.

6,000 feet MSL to flight level 270 from 10 to 15 miles S of the airbase.

10,000 feet MSL to flight level 270 from 15 to 20 miles S of the airbase.

15,000 feet MSL to flight level 270 from 20 to 25 miles S of the airbase.

19,000 feet MSL to flight level 270 from 25 to 32 miles S of the airbase.

Time of designation. Continuous.

Using agency. Dover AFB Approach Control.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7192 (Rewritten);

§ 608.29 Florida

R-2901 Avon Park, Fla.

Boundaries. Beginning at Lat. 27°44'27" N, Long. 81°15'19" W; to Lat. 27°40'50" N, Long. 81°11'12" W; to Lat. 27°40'15" N, Long. 81°11'12" W; to Lat. 27°40'15" N, Long. 81°10'13" W; to Lat. 27°38'28" N, Long. 81°08'22" W; along the Kissimmee River to Lat. 27°32'29" N, Long. 81°11'50" W; to Lat. 27°32'29" N, Long. 81°20'50" W; along the Arbuckle Creek to Lake Arbuckle and along the E and N shore of Lake Arbuckle to Lat. 27°42'21" N, Long. 81°25'20" W; to Lat. 27°42'36" N, Long. 81°26'09" W; to Lat. 27°42'59" N, Long. 81°26'09" W; to Lat. 27°42'59" N, Long. 81°26'24" W; to Lat. 27°43'12" N, Long. 81°26'24" W; to Lat. 27°43'12" N, Long. 81°26'39" W; to Lat. 27°44'27" N, Long. 81°26'39" W; to the point of beginning.

Designated altitudes. Surface to flight level 500.

Time of designation. Continuous.

Using agency. Commander, MacDill AFB, Fla.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7192 (Rewritten);
AMENDMENTS F. R. error corrected - 26 F. R. 8377;

R-2902 Banana River, Fla.

Boundaries. Beginning at Lat. 28°50'00" N, Long. 80°50'00" W; to Lat. 28°50'00" N, Long. 80°41'35" W; thence 3 nautical miles from and parallel to the shoreline to Lat. 28°22'00" N, Long. 80°33'00" W; to Lat. 28°22'00" N, Long. 80°38'00" W; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Miami ARTC Center.

Using agency. Commander, Air Force Missile Test Center, Patrick AFB, Fla.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7192 (Rewritten);

R-2903A Jacksonville East, Fla.

Boundaries. Beginning at latitude 30°15'30" N., longitude 81°43'25" W., clockwise along an arc of a circle 2½ nautical miles in radius centered at latitude 30°14'00" N., longitude 81°41'00" W., to latitude 30°11'25" N., longitude 81°41'00" W., to latitude 29°49'50" N., longitude 81°41'00" W., counterclockwise along an arc of a circle 3 nautical miles in radius centered at latitude 29°47'00" N., longitude 81°41'00" W., to latitude 29°45'15" N., longitude 81°43'40" W., to latitude 29°47'55" N., longitude 81°50'30" W., to latitude 29°50'45" N., longitude 81°49'15" W., to latitude 29°53'50" N., longitude 81°57'50" W., to latitude 30°00'15" N., longitude 81°52'05" W., to latitude 30°02'05" N., longitude 81°54'45" W., to latitude 29°56'20" N., longitude 82°00'00" W., counterclockwise along an arc of a circle 3 nautical miles in radius centered at latitude 29°53'20" N., longitude 82°00'25" W., to latitude 29°56'00" N., longitude 82°02'00" W., to latitude 30°15'30" N., longitude 82°02'00" W., to the point of beginning.

Designated altitude. Surface to flight level 600.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Jacksonville ARTC Center.

Using agency. Commander, Fleet Air Jacksonville, NAS Jacksonville, Fla.

AMENDMENTS 9/21/61 26 F. R. 7033 (Added); 2/8/62 26 F. R. 11047 (Rewritten);

R-2903B Stevens Lake, Fla.

Boundaries. Beginning at Lat. 29°56'20" N, Long. 82°00'00" W; to Lat. 30°02'05" N, Long. 81°54'45" W; to Lat. 30°00'15" N, Long. 81°52'05" W; to Lat. 29°53'50" N, Long. 81°57'50" W; to Lat. 29°50'45" N, Long. 81°49'15" W; to Lat. 29°47'55" N, Long. 81°50'30" W; to Lat. 29°50'55" N, Long. 81°58'20" W; thence clockwise along an arc of a circle with a 3-nautical mile radius centered at Lat. 29°53'20" N, Long. 82°00'25" W; to the point of beginning, excluding that area 1 nautical mile either side of a 220° True bearing from, and more than 1 2/3 nautical miles from Lat. 29°53'20" N, Long. 82°00'25" W.

Designated altitudes. Surface to flight level 600.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Jacksonville ARTC Center.

Using agency. Commander, Fleet Air Jacksonville, NAS Jacksonville, Fla.

AMENDMENTS 9/21/61 26 F. R. 7033 (Added);

R-2903C Putnam, Fla.

Boundaries. The area within a 3-nautical mile radius of Lat. 29°47'00" N, Long. 81°41'00" W.

Designated altitudes. Surface to 14,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Jacksonville ARTC Center.

Using agency. Commander, Fleet Air Jacksonville, NAS Jacksonville, Fla.

AMENDMENTS 9/21/61 26 F. R. 7033 (Added); 2/8/62 26 F. R. 11047 (Rewritten);

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R-2903D Jacksonville West, Fla.

Boundaries. Beginning at Lat. 30°15'30" N, Long. 81°50'00" W; to Lat. 30°15'30" N, Long. 82°02'00" W; to Lat. 29°56'00" N, Long. 82°02'00" W; counterclockwise along an arc of a circle 3-nautical miles in radius centered at Lat. 29°53'20" N, Long. 82°00'25" W; to Lat. 29°53'30" N, Long. 82°04'00" W; to Lat. 30°00'00" N, Long. 82°19'30" W; to Lat. 30°03'00" N, Long. 82°20'00" W; to Lat. 30°22'00" N, Long. 82°20'00" W; to Lat. 30°21'20" N, Long. 81°55'45" W; to the point of beginning.

Designated altitudes. Surface to flight level 600.

Time of designation. Continuous, to terminate December 31, 1962.

Controlling agency. Federal Aviation Agency, Jacksonville ARTC Center.

Using agency. Commander, Fleet Air Jacksonville, NAS Jacksonville, Fla.

AMENDMENTS 9/21/61 26 F. R. 7033 (Added); 2/8/62 26 F.R. 11048 (Rewritten); (Amendment Alteration 26 F.R. 11894);

R-2906 Rodman, Fla.

Boundaries. Within a 3-nautical mile radius of latitude 29°29'00" N., longitude 81°46'00" W., and within 1½ nautical miles either side of the 240° and 300° True bearings from the center extending from the 3-nautical mile radius to 10 nautical miles northwest and southwest of the center.

Designated altitudes. The 3-nautical mile radius, surface to 14,000 feet MSL; the extensions, surface to 6,000 feet MSL.

Time of designation. From sunrise to 2400 eastern standard time.

Controlling agency. Federal Aviation Agency, Jacksonville ARTC Center.

Using agency. Commander, Fleet Air Jacksonville, NAS Jacksonville, Fla.

AMENDMENTS 2/8/62 26 F.R. 11047 (Added);

R-2907 Lake George, Fla.

Boundaries. Beginning at Lat. 29°23'00" N., Long. 81°31'15" W.; to Lat. 29°12'30" N., Long. 81°30'00" W.; to Lat. 29°12'30" N., Long. 81°40'00" W.; to Lat. 29°23'00" N., Long. 81°40'00" W.; to the point of beginning.

Designated altitudes. Surface to flight level 500.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Jacksonville, ARTC Center.

Using agency. Commander, Fleet Air Jacksonville, NAS Jacksonville, Fla.

AMENDMENTS On publ. (8/10/61) 26 F.R. 7192 (Rewritten);

AMENDMENTS 9/21/61 26 F.R. 7033 (Rewritten);

R-2908 Pensacola, Fla.

Boundaries. Bounded on the N by the Alabama-Florida shoreline; on the E by a line extending from Lat. 30°15'00" N, Long. 87°41'00" W to Lat. 30°11'20" N, Long. 87°44'15" W; on the S by a line 3 nautical miles from and parallel to the Alabama-Florida shoreline; and on the W by Long. 88°01'30" W.

Designated altitudes. Surface to 12,000 feet MSL.

Time of designation. Sunrise to sunset.

Using agency. Chief, Naval Air Basic Training, Pensacola, Fla.

AMENDMENTS On publ. (8/10/61) 26 F.R. 7192 (Rewritten);

R-2909 Pensacola, Fla.

Boundaries. Bounded on the N by the Florida shoreline; on the E by Long. 86°48'00" W; on the S by a line 3 nautical miles from and parallel to the Florida shoreline; and on the W by a line extending from Lat. 30°18'20" N, Long. 87°00'00" W to Lat. 30°21'15" N, Long. 87°00'50" W.

Designated altitudes. Surface to 12,000 feet MSL.

Time of designation. Sunrise to sunset.

Using agency. Chief, Naval Air Basic Training, Pensacola, Fla.

AMENDMENTS On publ. (8/10/61) 26 F.R. 7193 (Rewritten);

R-2910 Pinecastle, Fla.

Boundaries. A circular area with a 5-nautical mile radius centered at latitude 29°06'52" N, longitude 81°42'55" W, including the area within 2.5 nautical miles either side of the 137° and 317° bearings from the center of the circular area, extending from the 5-nautical mile radius of 10 nautical miles SE and NW of the center.

Designated altitudes. Within the 5-nautical mile circle, surface to flight level 370; within the SE and NW extensions, surface to 6,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Jacksonville ARTC Center.

Using agency. Commander, Fleet Air Jacksonville, NAS Jacksonville, Fla.

AMENDMENTS On publ. (8/10/61) 26 F.R. 7193 (Rewritten); 2/8/62 26 F.R. 11048 (Rewritten);

PENDING AMENDMENT

R-2911 Port St. Joe, Fla.

Boundaries. Beginning at Lat. 29°52'24" N, Long. 85°23'24" W; to Lat. 29°50'30" N, Long. 85°23'12" W; to Lat. 29°50'30" N, Long. 85°22'30" W; to Lat. 29°42'00" N, Long. 85°20'30" W; to Lat. 29°41'48" N, Long. 85°21'48" W; to Lat. 29°40'00" N, Long. 85°21'36" W; to Lat. 29°39'30" N, Long. 85°25'25" W; thence 3 nautical miles from and parallel to the shoreline to Lat. 29°50'10" N, Long. 85°28'40" W; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. 0630 to 1700 CST, Monday through Saturday.

Using agency. Commander, Tyndall AFB, Fla.

AMENDMENTS On publ. (8/10/61) 26 F.R. 7193 (Rewritten);

R-2912 Panama City, Fla.

Boundaries. Beginning at Lat. 30°43'00" N, Long. 85°14'00" W; to Lat. 29°55'00" N, Long. 84°32'00" W; to Lat. 29°47'00" N, Long. 84°40'00" W; to Lat. 29°43'45" N, Long. 84°39'00" W; to Lat. 29°40'00" N, Long. 85°21'36" W; to Lat. 29°41'48" N, Long. 85°21'48" W; to Lat. 29°42'00" N, Long. 85°20'30" W; to Lat. 29°50'30" N, Long. 85°22'30" W; to Lat. 29°50'30" N, Long. 85°23'12" W; to Lat. 29°52'24" N, Long. 85°23'24" W; to Lat. 29°50'10" N, Long. 85°28'40" W; thence 3 nautical miles from and parallel to the shoreline to Lat. 30°04'20" N, Long. 85°45'45" W; to Lat. 30°42'00" N, Long. 86°06'00" W; to the point of beginning.

Designated altitudes. Surface to flight level 400.

Time of designation. Continuous, sunset to sunrise. Only during Instrument Flight Rule conditions from sunrise to sunset.

Using agency. Commander, Tyndall AFB, Fla.

AMENDMENTS On publ. (8/10/61) 26 F.R. 7193 (Rewritten);

R-2913 Panama City, Fla.

Boundaries. Beginning at Lat. 31°10'20" N, Long. 86°18'00" W; clockwise along the arc of a 90-mile radius circle centered at Lat. 30°02'30" N, Long. 85°32'15" W to Lat. 30°03'00" N, Long. 84°02'00" W; thence 3 nautical miles from and parallel to the shoreline to Lat. 29°36'30" N, Long. 85°16'00" W; to Lat. 30°02'30" N, Long. 85°32'15" W; to the point of beginning, excluding the portions that coincide with R-2912 and R-2916.

Designated altitudes. Flight level 350 to unlimited.

Time of designation. Sunset to sunrise.

Using agency. Commander, Tyndall AFB, Fla.

AMENDMENTS On publ. (8/10/61) 26 F.R. 7193 (Rewritten);

R-2914 Valparaiso, Fla.

Boundaries. Beginning at Lat. 30°43'10" N, Long. 86°27'37" W; to Lat. 30°43'45" N, Long. 86°10'30" W; to Lat. 30°41'00" N, Long. 86°05'30" W; to Lat. 30°04'20" N, Long. 85°45'45" W; thence 3 nautical miles from and parallel to the shoreline to Lat. 30°19'45" N, Long. 86°23'45" W; to Lat. 30°25'00" N, Long. 86°22'26" W; to Lat. 30°25'00" N, Long. 86°25'00" W; to Lat. 30°33'00" N, Long. 86°25'00" W; to Lat. 30°33'00" N, Long. 86°25'30" W; to Lat. 30°37'00" N, Long. 86°25'30" W; to Lat. 30°37'00" N, Long. 86°27'37" W; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Using agency. Commander, Air Proving Ground, Eglin AFB, Fla.

AMENDMENTS On publ. (8/10/61) 26 F.R. 7193 (Rewritten);

AMENDMENTS F.R. error corrected - 26 F.R. 8377;

R-2915 Valparaiso, Fla.

Boundaries. Beginning at Lat. 30°33'40" N, Long. 86°55'00" W; to Lat. 30°38'45" N, Long. 86°55'00" W; along the L and N Railroad to Lat. 30°42'45" N, Long. 86°45'45" W; to Lat. 30°42'50" N, Long. 86°38'02" W; to Lat. 30°29'01" N, Long. 86°38'02" W; to Lat. 30°29'01" N, Long. 86°42'55" W; to Lat. 30°26'40" N, Long. 86°45'38" W; to Lat. 30°20'30" N, Long. 86°45'38" W; thence 3 nautical miles from and parallel to the shoreline at Lat. 30°20'15" N, Long. 86°48'00" W; to Lat. 30°25'00" N, Long. 86°48'00" W; along U. S. Highway 98 to Lat. 30°24'15" N, Long. 86°52'00" W; along the Navarre-Milton Highway to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Using agency. Commander, Air Proving Ground, Eglin AFB, Fla.

AMENDMENTS On publ. (8/10/61) 26 F.R. 7193 (Rewritten);

R-2916 Apalachicola, Fla.

Boundaries. Beginning at Lat. 29°39'30" N, Long. 85°25'25" W; to Lat. 29°40'00" N, Long. 85°21'36" W; to Lat. 29°43'45" N, Long. 84°39'00" W; thence 3 nautical miles from and parallel to the shoreline to the point of beginning.

Designated altitudes. Surface to flight level 400.

Time of designation. Continuous.

Using agency. Commander, Tyndall AFB, Fla.

AMENDMENTS On publ. (8/10/61) 26 F.R. 7193 (Rewritten);

R-2920 Venice, Fla.

Boundaries. A circular area with a 3 nautical mile radius centered at Lat. 27°03'30" N, Long 82°26'15" W; excluding the portion E of a line extending from Lat. 27°05'50" N, Long. 82°24'10" W; to Lat. 27°02'00" N, Long. 82°23'15" W.

Designated altitudes. Unlimited.

Time of designation. As published in NOTAMS, to be activated approximately twice a month normally during the hours of darkness from November 16, 1961, to November 15, 1962.

Controlling agency. Federal Aviation Agency, Miami ARTC Center.

Using agency. Commander, Air Proving Ground Center, Eglin AFB, Fla.

AMENDMENTS 11/16/61 26 F. R. 10342 (Added); 26 F. R. 10636 (Amendment Alteration);
§ 608.30 Georgia

R-3001 Dawsonville, Ga.

Boundaries. A circular area with a 2.5-mile radius centered at Lat. 34°22'00" N, Long. 84°10'00" W.

Designated altitudes. Surface to 5,000 feet MSL.

Time of designation. Continuous.

Using agency. Commander, Air Force Systems Command, Andrews AFB, Md.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7193 (Rewritten);

R-3002 Fort Benning, Ga.

Boundaries. Beginning at Lat. 32°32'15" N, Long. 84°37'30" W; to Lat. 32°18'00" N, Long. 84°37'30" W; along the Central of Georgia Railroad to Lat. 32°20'45" N, Long. 84°47'00" W; along the road to Lat. 32°18'00" N, Long. 84°46'30" W; along the U. S. Highway 27 to Lat. 32°15'30" N, Long. 84°47'30" W; to Lat. 32°15'30" N, Long. 84°53'30" W; along the Chattahoochee River to Lat. 32°14'45" N, Long. 84°55'00" W; to Lat. 32°14'45" N, Long. 84°57'30" W; to Lat. 32°18'30" N, Long. 84°57'45" W; along the N bank of the Chattahoochee River to Lat. 32°18'45" N, Long. 84°58'30" W; to Lat. 32°20'16" N, Long. 84°58'30" W; to Lat. 32°21'10" N, Long. 84°56'45" W; to Lat. 32°22'30" N, Long. 84°56'45" W; along Upatoi Creek to Lat. 32°24'14" N, Long. 84°53'21" W; to Lat. 32°28'10" N, Long. 84°52'20" W; to Lat. 32°30'50" N, Long. 84°52'20" W; along the Central of Georgia Railroad to the point of beginning.

Designated altitudes. Surface to 32,000 feet MSL.

Time of designation. Continuous.

Using agency. Commanding General, Fort Benning, Ga.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7193 (Rewritten);

PENDING AMENDMENT**R-3002 Fort Benning, Ga.**

Boundaries. Beginning at latitude 32°30'50" N., longitude 84°52'15" W.; along the Central of Georgia Railroad to latitude 32°32'10" N., longitude 84°40'40" W.; to latitude 32°29'10" N., longitude 84°39'25" W.; to latitude 32°18'30" N., longitude 84°39'25" W.; along the Central of Georgia Railroad to latitude 32°20'54" N., longitude 84°47'20" W.; to latitude 32°15'25" N., longitude 84°47'20" W.; to latitude 32°15'25" N., longitude 84°53'10" W.; along the Chattahoochee River to latitude 32°14'40" N., longitude 84°55'30" W.; to latitude 32°14'40" N., longitude 84°58'42" W.; to latitude 32°20'15" N., longitude 84°58'42" W.; along north-west side of Dixie Road to latitude 32°21'10" N., longitude 84°56'45" W.; to latitude 32°22'30" N., longitude 84°56'45" W.; along Upatoi Creek to latitude 32°24'00" N., longitude 84°53'30" W.; to point of beginning.

Designated altitudes. Surface to 32,000 feet MSL.

Time of designation. Continuous.

Using agency. Commanding Officer, Fort Benning, Ga.

8/23/62 27 F.R. 5737 (Rewritten); (F.R. correction 27 F.R. 5906);

R-3003 Fort Gordon, Ga.

Boundaries. Beginning at Lat. 33°23'35" N, Long. 82°08'30" W; to Lat. 33°22'15" N, Long. 82°08'18" W; to Lat. 33°21'35" N, Long. 82°09'10" W; to Lat. 33°22'15" N, Long. 82°17'00" W; to Lat. 33°25'00" N, Long. 82°12'00" W; to the point of beginning.

Designated altitudes. Surface to 5,500 feet MSL.

Time of designation. 0700 to 1900 EST, Monday through Saturday.

Using agency. Commanding Officer, Fort Gordon, Ga.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7193 (Rewritten);

R-3004 Fort Gordon, Ga.

Boundaries. Beginning at Lat. 33°21'35" N, Long. 82°09'10" W; to Lat. 33°16'20" N, Long. 82°18'00" W; to Lat. 33°17'29" N, Long. 82°23'00" W; to Lat. 33°21'15" N, Long. 82°18'47" W; to Lat. 33°22'15" N, Long. 82°17'00" W; to the point of beginning.

Designated altitudes. Surface to 24,000 feet MSL.

Time of designation. Continuous.

Using agency. Commanding Officer, Fort Gordon, Ga.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7193 (Rewritten);

R-3005 Fort Stewart, Ga.

Boundaries. Beginning at Lat. 32°04'15" N, Long. 81°22'30" W; along the Ogeechee River to Lat. 32°00'30" N, Long. 81°19'30" W; to Lat. 31°58'45" N, Long. 81°19'45" W; to Lat. 31°56'15" N, Long. 81°23'00" W; to Lat. 31°51'20" N, Long. 81°36'00" W; to Lat. 31°55'30" N, Long. 81°53'00" W; to Lat. 31°57'00" N, Long. 81°53'15" W; to Lat. 31°59'45" N, Long. 81°51'06" W; to Lat. 32°04'40" N, Long. 81°50'00" W; to Lat. 32°07'00" N, Long. 81°43'30" W; to Lat. 32°06'15" N, Long. 81°31'30" W; to Lat. 32°05'30" N, Long. 81°31'30" W; to the point of beginning.

Designated altitudes. Surface to 40,000 feet MSL.

Time of designation. Continuous.

Using agency. Commanding General, Fort Stewart, Ga.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7193 (Rewritten);

R-3006 Townsend, Ga.

Boundaries. A circular area with a 3-nautical mile radius centered at Lat. 31°32'50" N, Long. 81°35'20" W, and within 1.5 nautical miles either side of the 223° and 298° bearings from the center extending from the 3-nautical mile radius circle to 10 nautical miles southwest and northwest of the center.

Designated altitudes. The area within the 3-nautical mile radius, surface to 14,000 feet MSL; the area within the extensions, surface to 6,000 feet MSL.

Time of designation. Sunrise to sunset, Monday through Friday.

Controlling agency. Federal Aviation Agency, Jacksonville ARTC Center.

Using agency. Commander, Fleet Air Jacksonville, NAS Jacksonville, Fla.

AMENDMENTS 9/1/61 26 F. R. 7544 (Added);

§ 608.31 Hawaii**R-3101 Bonham, Hawaii**

Boundaries. Beginning at Lat. 22°12'45" N, Long. 159°43'00" W; to Lat. 22°09'20" N, Long. 159°43'00" W; counterclockwise along the shoreline of the Island of Kauai to Lat. 21°58'00" N, Long. 159°43'00" W; to Lat. 21°55'00" N, Long. 159°43'00" W; clockwise along a line 3 nautical miles from and parallel to the shoreline of the Island of Kauai to the point of beginning.

Designated altitudes. Surface to 5,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Lihue Flight Service Station.

Using agency. Commander, Fleet Air Hawaii, NAS Barber's Point, Hawaii.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7193 (Rewritten);

AMENDMENTS On publ. (10/31/61) 26 F. R. 10169 (Rewritten);

R-3102 Dillingham, Hawaii

Boundaries. Beginning at Lat. 21°34'45" N, Long. 158°17'20" W; to Lat. 21°35'20" N, Long. 158°19'40" W; thence 3 miles from and parallel to the shoreline of Oahu to Lat. 21°37'45" N, Long. 158°09'25" W; to Lat. 21°35'30" N, Long. 158°11'30" W; to Lat. 21°35'15" N, Long. 158°14'30" W; to the point of beginning.

Designated altitudes. Surface to 29,000 feet MSL.

Time of designation. 0700 to 1700 Hawaiian standard time. Monday through Friday.

Controlling agency. Federal Aviation Agency, Honolulu Flight Service Station.

Using agency. Commanding General, U. S. Army Hawaii, Schofield Barracks, Hawaii.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7193 (Rewritten);

AMENDMENTS 10/19/61 26 F. R. 8171 (Rewritten);

R-3103 Humuula, Hawaii

Boundaries. Beginning at Lat. 19°48'45" N, Long. 155°38'00" W; to Lat. 19°45'15" N, Long. 155°32'00" W; to Lat. 19°39'00" N, Long. 155°26'30" W; to Lat. 19°32'00" N, Long. 155°42'00" W; to Lat. 19°38'00" N, Long. 155°45'10" W; to Lat. 19°41'00" N, Long. 155°44'00" W; to Lat. 19°47'00" N, Long. 155°38'00" W; to the point of beginning.

Designated altitudes. Surface to 36,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Hilo Combined Station/Tower.

Using agency. Commanding General, U. S. Army Hawaii, Schofield Barracks, Hawaii.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7194 (Rewritten);

R-3104 Island of Kahoolawe, Hawaii

Boundaries. Beginning at Lat. 20°35'20" N, Long. 156°31'45" W, clockwise 1 mile from and parallel to the shoreline to Lat. 20°37'00" N, Long. 156°35'15" W; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Honolulu ARTC Center.

Using agency. Commander, Fleet Air Hawaii, NAS Barber's Point, Hawaii.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7194 (Rewritten);

R-3106 Kahuku Point, Oahu, Hawaii

Boundaries. Beginning at latitude 21°43'40" N., longitude 157°55'05" W.; to latitude 21°39'30" N., longitude 157°51'40" W.; thence 3 nautical miles from the shoreline to latitude 21°36'50" N., longitude 157°50'30" W.; to latitude 21°35'00" N., longitude 157°49'40" W., to latitude 21°35'00" N., longitude 157°51'30" W.; to latitude 21°36'30" N., longitude 157°53'45" W.; to latitude 21°41'30" N., longitude 157°56'20" W.; thence clockwise along the arc of a circle with a 1.5-nautical mile radius centered at latitude 21°43'00" N., longitude 157°56'30" W.; to the point of beginning.

Designated altitudes. The area northwest of a line drawn between latitude 21°39'08" N., longitude 157°55'05" W. and latitude 21°40'18" N., longitude 157°52'20" W., surface to 15,000 feet MSL; the area southeast of this line, surface to 6,000 feet MSL.

Time of designation. 0800 to 1600 Hawaiian standard time, Monday through Friday.

Controlling agency. Federal Aviation Agency, Honolulu Flight Service Station.

Using agency. Commander, Fleet Air Hawaii, NAS Barbers Point, Hawaii.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7194 (Rewritten); 1/11/62 26 F. R. 10636 (Rewritten); On publ. (5/5/62) 27 F.R. 4327 (Rewritten); On publ. (6/8/62) 27 F.R. 5426 (Changed);

R-3107 Kaula Rock, Hawaii

Boundaries. A circular area with a 3-nautical mile radius centered at Lat. 21°39'30" N, Long. 160°32'30" W.

Designated altitudes. Surface to flight level 300.

Time of designation. Continuous.

Using agency. Commander, Fleet Air Hawaii, NAS Barber's Point, Hawaii.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7194 (Rewritten);

R-3108 Kauna Point, Hawaii

Boundaries. Beginning at Lat. 19°15'00" N, Long. 155°56'00" W; to Lat. 18°58'43" N, Long. 155°47'30" W; to Lat. 18°56'22" N, Long. 155°47'30" W; thence 3 nautical miles from and parallel to the shoreline of the Island of Hawaii to Lat. 19°14'35" N, Long. 155°57'30" W; to the point of beginning.

Designated altitudes. Surface to flight level 500.

Time of designation. Sunrise to sunset, Monday through Friday.

Using agency. Commander, Fleet Air Hawaii, NAS Barber's Point, Hawaii.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7194 (Rewritten);

R-3109 Schofield-Makua, Oahu, Hawaii

Boundaries. Beginning at Lat. 21°35'30" N, Long. 158°11'30" W; to Lat. 21°35'05" N, Long. 158°10'45" W; to Lat. 21°35'00" N, Long. 158°12'45" W; to Lat. 21°34'45" N, Long. 158°12'45" W; to Lat. 21°31'35" N, Long. 158°07'00" W; to Lat. 21°32'20" N, Long. 158°06'30" W; to Lat. 21°31'36" N, Long. 158°04'45" W; to Lat. 21°30'00" N, Long. 158°04'33" W; to Lat. 21°29'11" N, Long. 158°07'33" W; to Lat. 21°30'30" N, Long. 158°12'30" W; to Lat. 21°31'00" N, Long. 158°14'00" W; to Lat. 21°32'30" N, Long. 158°14'30" W; to Lat. 21°33'30" N, Long. 158°15'30" W; to Lat. 21°34'45" N, Long. 158°17'20" W; to Lat. 21°35'15" N, Long. 158°14'30" W; to the point of beginning.

Designated altitudes. Surface to 29,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Honolulu Flight Service Station.

Using agency. Commanding General, U. S. Army Hawaii, Schofield Barracks, Hawaii.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7194 (Rewritten);

AMENDMENTS 10/19/61 26 F. R. 8171 (Rewritten);

§ 608.32 Idaho

R-3201 Arco, Idaho.

Boundaries. Beginning at Lat. 43°59'20" N, Long. 112°43'50" W; to Lat. 43°50'20" N, Long. 112°30'00" W; to Lat. 43°32'00" N, Long. 112°35'00" W; to Lat. 43°27'00" N, Long. 113°03'00" W; to Lat. 43°34'30" N, Long. 113°11'50" W; to Lat. 43°48'40" N, Long. 112°49'40" W; to the point of beginning.

Designated altitudes. Surface to 20,000 feet MSL.

Time of designation. Continuous.

Using agency. Manager, Atomic Energy Commission, Idaho Falls, Idaho.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7194 (Rewritten);

R-3202 Sailor Creek, Idaho.

Boundaries. Beginning at Lat. 42°51'00" N, Long. 115°40'00" W; to Lat. 42°51'00" N, Long. 115°35'00" W; to Lat. 42°45'00" N, Long. 115°35'00" W; to Lat. 42°45'00" N, Long. 115°10'00" W; to Lat. 42°33'00" N, Long. 115°10'00" W; to Lat. 42°33'00" N, Long. 115°40'00" W; to the point of beginning.

Designated altitudes. Surface to flight level 450.

Time of designation. Sunrise to sunset, Monday through Friday.

Controlling agency. Federal Aviation Agency, Salt Lake City ARTC Center.

Using agency. Commander, Mountain Home AFB, Idaho.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7194 (Rewritten); 1/11/62 26 F. R. 9986 (Changed);

§ 608.33 Illinois

R-3301 Havana, Ill.

Boundaries. A circular area with a 2-mile radius centered at Lat. 40°13'16" N, Long. 90°01'23" W.
 Designated altitudes. Unlimited.
 Time of designation. Continuous.
 Using agency. Director, Central Radio Propagation Laboratory, National Bureau of Standards, Boulder, Colo.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7194 (Rewritten);

R-3302 Savanna, Ill.

Boundaries. A circular area with a 1,500-foot radius centered at Lat. 42°13'15" N, Long. 90°21'24" W.
 Designated altitudes. Surface to 1,900 feet MSL.
 Time of designation. Continuous.
 Using agency. Commanding Officer, Savanna Ordnance Depot, Savanna, Ill.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7194 (Rewritten);

§ 608.34 Indiana

R-3401 Camp Atterbury, Ind.

Boundaries. Beginning at Lat. 39°21'30" N, Long. 86°06'00" W; to Lat. 39°21'30" N, Long. 85°59'30" W; to Lat. 39°13'00" N, Long. 85°59'30" W; to Lat. 39°13'00" N, Long. 86°06'00" W; to the point of beginning.
 Designated altitudes. Surface to 40,000 feet MSL.
 Time of designation. Continuous.
 Controlling agency. Federal Aviation Agency, Indianapolis ARTC Center.
 Using agency. Commanding Officer, Camp Atterbury, Ind.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7194 (Rewritten); 4/5/62 27 F.R. 617 (Rewritten); 27 F.R. 1162 (Modification of Amendment);

R-3402 Bunker Hill AFB, Ind., Restricted Area/Military Climb Corridor.

Boundaries. The area based on the 256° radial of the Bunker Hill AFB, Ind., TACAN extending from 5 miles W of the TACAN to 32 miles W of the TACAN, having a width at the point of beginning of 1 mile N and 3 miles S of the 256° radial and a width of 2.3 miles either side of the 256° radial at the outer extremity.

Designated altitudes:

- 2,800 feet MSL to 15,800 feet MSL from 5 miles W of the TACAN to 6 miles W of the TACAN.
- 2,800 feet MSL to flight level 248 from 6 to 7 miles W of the TACAN.
- 2,800 feet MSL to flight level 270 from 7 to 10 miles W of the TACAN.
- 6,800 feet MSL to flight level 270 from 10 to 15 miles W of the TACAN.
- 10,800 feet MSL to flight level 270 from 15 to 20 miles W of the TACAN.
- 15,800 feet MSL to flight level 270 from 20 to 25 miles W of the TACAN.
- 19,800 feet MSL to flight level 270 from 25 to 32 miles W of the TACAN.

Time of designation. Continuous.

Using agency. Bunker Hill AFB Approach Control.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7194 (Rewritten);

R-3403 Jefferson Proving Ground, Ind.

Boundaries. Beginning at latitude 39°02'57" N., longitude 85°27'42" W.; to latitude 39°02'00" N., longitude 85°22'00" W.; to latitude 38°56'06" N., longitude 85°22'00" W.; to latitude 38°50'35" N., longitude 85°22'50" W.; to latitude 38°50'00" N., longitude 85°24'00" W.; to latitude 38°50'00" N., longitude 85°27'42" W.; to the point of beginning.

Designated altitudes. Surface to 43,000 feet MSL.

Time of designation. 0800 to 2400 e.s.t.

Controlling agency. Federal Aviation Agency, Indianapolis ARTC Center.

Using agency. Commanding Officer, Jefferson Proving Ground, Madison, Ind.

AMENDMENTS 12/1/61 26 F. R. 11237 (Added); 5/31/62 27 F.R. 3195 (Rewritten); (Modification of Amendment 27 F.R. 4064);

§ 608.35 Iowa

§ 608.36 Kansas

R-3601 Brookville, Kans.

Boundaries. Beginning at Lat. 38°45'20" N, Long. 97°47'00" W; to Lat. 38°39'20" N, Long. 97°47'00" W; along the Missouri Pacific Railroad to Lat. 38°38'20" N, Long. 97°47'30" W; to Lat. 38°38'20" N, Long. 97°53'22" W; to Lat. 38°45'20" N, Long. 97°53'22" W; to the point of beginning.

Designated altitudes. Surface to flight level 450.

Time of designation. Sunrise to sunset.

Controlling agency. Federal Aviation Agency, Kansas City ARTC Center.

Using agency. Commander, Schilling AFB, Kans.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7194 (Rewritten); On publ. (11/23/61) 26 F. R. 10965 (Rewritten); 1/11/62 26 F.R. 11860 (Rewritten); On publ. (6/8/62) 27 F.R. 5426 (Changed);

§ 608.37 Kentucky**R-3701 Camp Breckinridge, Ky.**

Boundaries. Beginning at Lat. 37°42'45" N, Long. 87°47'30" W; to Lat. 37°38'35" N, Long. 87°42'00" W; to Lat. 37°36'10" N, Long. 87°42'00" W; along State Highway 56 to Lat. 37°38'30" N, Long. 87°52'20" W; to Lat. 37°39'20" N, Long. 87°52'20" W; to Lat. 37°40'20" N, Long. 87°51'10" W; to Lat. 37°40'20" N, Long. 87°49'40" W; to Lat. 37°42'20" N, Long. 87°49'40" W; to the point of beginning.

Designated altitudes. Surface to 20,000 feet MSL.

Time of designation. 0400 to 2400 c.s.t., June 1 through August 31.

Using agency. Commanding General, U. S. Army Armor Center, Fort Knox, Ky.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7194 (Rewritten); 3/8/62 27 F.R. 563 (Rewritten);

R-3702 Fort Campbell, Ky.

Boundaries. Beginning at Lat. 36°44'00" N, Long. 87°40'00" W; to Lat. 36°39'17" N, Long. 87°40'00" W; to Lat. 36°39'17" N, Long. 87°30'14" W; to Lat. 36°36'36" N, Long. 87°25'22" W; to Lat. 36°32'00" N, Long. 87°23'00" W; to Lat. 36°32'00" N, Long. 87°50'00" W; to Lat. 36°44'00" N, Long. 87°50'00" W; to the point of beginning.

Designated altitudes. Surface to 40,000 feet MSL.

Time of designation. Continuous.

Using agency. Commanding General, Fort Campbell, Ky.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7194 (Rewritten);

R-3703 Fort Campbell, Ky.

Boundaries. Beginning at Lat. 36°39'17" N, Long. 87°30'14" W; to Lat. 36°39'17" N, Long. 87°29'38" W; to Lat. 36°41'00" N, Long. 87°27'30" W; to Lat. 36°36'36" N, Long. 87°25'22" W; to the point of beginning.

Designated altitudes. Surface to 18,000 feet MSL.

Time of designation. Continuous.

Using agency. Commanding General, Fort Campbell, Ky.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7195 (Rewritten);

R-3704 Fort Knox, Ky.

Boundaries. Beginning at Lat. 37°59'00" N, Long. 85°45'00" W; to Lat. 37°47'30" N, Long. 85°45'00" W; to Lat. 37°47'30" N, Long. 85°55'30" W; along U. S. Highway 31-W to Lat. 37°50'45" N, Long. 85°57'00" W; along Wilson Road to Lat. 37°55'17" N, Long. 85°56'46" W; to Lat. 37°55'17" N, Long. 85°57'16" W; to Lat. 37°56'04" N, Long. 85°57'33" W; to Lat. 37°56'23" N, Long. 85°57'00" W; along Wilson Road to Lat. 37°58'00" N, Long. 85°57'45" W; along the Illinois Central Railroad to Lat. 37°59'00" N, Long. 85°57'00" W; to Lat. 38°01'00" N, Long. 85°54'30" W; along Kentucky Route 44 to Lat. 38°00'30" N, Long. 85°52'00" W; to Lat. 37°59'00" N, Long. 85°52'00" W; to the point of beginning.

Designated altitudes. Surface to 20,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Standiford Control Tower, Louisville, Ky.

Using agency. Commanding General, U. S. Army Armor Center, Fort Knox, Ky.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7195 (Rewritten);

§ 608.38 Louisiana**R-3801 Camp Claiborne, La.**

Boundaries. Beginning at Lat. 31°05'10" N, Long. 92°30'40" W; to Lat. 31°01'53" N, Long. 92°34'17" W; to Lat. 31°07'30" N, Long. 92°40'45" W; to Lat. 31°11'07" N, Long. 92°36'35" W; to the point of beginning.

Designated altitudes. Surface to 18,000 feet MSL.

Time of designation. Sunrise to sunset.

Controlling agency. Federal Aviation Agency, New Orleans ARTC Center.

Using agency. Commander, England AFB, La.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7195 (Rewritten);

AMENDMENTS 8/24/61 26 F. R. 5710 (Rewritten); On publ. (9/7/61) 26 F. R. 8416 (Rewritten);

R-3802 Rabbit Island, La.

Boundaries. A circular area with a 3-nautical mile radius centered at Lat. 29°30'35" N, Long. 91°35'45" W.
 Designated altitudes. Surface to 2,5000 feet MSL.
 Time of designation. Sunrise to sunset, Monday through Friday.
 Using agency. Commanding Officer, NAAS New Iberia, La.

AMENDMENTS 10/19/61 26 F. R. 8377 (Added);

R-3803 Fort Polk, La.

Boundaries. Beginning at Lat. 31°24'00" N, Long. 93°10'00" W; to Lat. 31°19'30" N, Long. 93°10'00" W; to Lat. 31°19'30" N, Long. 93°20'30" W; to Lat. 31°24'00" N, Long. 93°20'30" W; to the point of beginning.
 Designated altitudes. Surface to 50,000 feet MSL.
 Time of designation. Continuous.
 Using agency. Commanding General, Fort Hood, Tex.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7195 (Rewritten);

R-3804 Fort Polk, La.

Boundaries. Beginning at Lat. 31°10'00" N, Long. 92°51'30" W; to Lat. 31°01'00" N, Long. 92°51'30" W; to Lat. 31°01'00" N, Long. 93°12'30" W; to Lat. 31°10'00" N, Long. 93°12'30" W; to the point of beginning.
 Designated altitudes. Surface to 50,000 feet MSL.
 Time of designation. Continuous.
 Using agency. Commanding General, Fort Hood, Tex.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7195 (Rewritten);

§ 608.39 Maine

R-3901 De Blois, Maine

Boundaries. Beginning at Lat. 44°40'00" N, Long. 67°42'00" W; to Lat. 44°40'00" N, Long. 67°42'00" W; to Lat. 44°40'00" N, Long. 67°56'00" W; to Lat. 44°50'00" N, Long. 67°56'00" W; to the point of beginning.
 Designated altitudes. Surface to flight level 390.
 Time of designation. 1000 to 2400 EST, Monday through Friday.
 Using agency. Commander, Dow AFB, Maine.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7195 (Rewritten);

R-3902 Limestone, Maine (Loring AFB), Restricted Area/Military Climb Corridor.

Boundaries. The area centered on the 353° radial of the Loring AFB TACAN extending from 5 miles N of the airbase (Lat. 46°57'05" N, Long. 67°53'10" W) to 32 miles N of the airbase having a width of 2 miles at the beginning and expanding uniformly to a width of 4.6 miles at the outer extremity, excluding the portion which lies outside of the United States.

Designated altitudes:

2,750 feet MSL to 15,750 feet MSL from 5 miles N of the airbase to 6 miles N of the airbase.
 2,750 feet MSL to flight level 247 from 6 to 7 miles N of the airbase.
 2,750 feet MSL to flight level 270 from 7 to 10 miles N of the airbase.
 6,750 feet MSL to flight level 270 from 10 to 15 miles N of the airbase, excluding the portion which lies outside of the United States.
 10,750 feet MSL to flight level 270 from 15 miles N of the airbase to the United States-Canadian Border.

Time of designation. Continuous.

Using agency. Loring AFB Approach Control.

AMENDMENTS On publ. (8/10/61) 26 F.R. 7195 (Rewritten);

R-3903 Bangor, Maine (Dow AFB), Restricted Area/Military Climb Corridor.

Boundaries. The area centered on the 310° radial of the Bangor VORTAC extending from 5.8 miles NW of the VORTAC to 32.8 miles NW of the VORTAC, having a width of 2 miles at the beginning and expanding uniformly to a width of 4.6 miles at the outer extremity.

Designated altitudes:

2,200 feet MSL to 15,200 feet MSL from 5.8 miles NW of the VORTAC to 6.8 miles NW of the VORTAC.
 2,200 feet MSL to flight level 240 from 6.8 to 7.8 miles NW of the VORTAC.
 2,200 feet MSL to flight level 270 from 7.8 to 10.8 miles NW of the VORTAC.
 6,200 feet MSL to flight level 270 from 10.8 to 15.8 miles NW of the VORTAC.
 10,200 feet MSL to flight level 270 from 15.8 to 20.8 miles NW of the VORTAC.
 15,200 feet MSL to flight level 270 from 20.8 to 25.8 miles NW of the VORTAC.
 19,200 feet MSL to flight level 270 from 25.8 to 32.8 miles NW of the VORTAC.

Time of designation. Continuous.

Using agency. Dow AFB Approach Control.

AMENDMENTS On Publ. (8/10/61) 26 F. R. 7195 (Rewritten);

§ 608.40 Maryland

R-4001 Aberdeen, Md.

Boundaries. Beginning at Lat. 39°30'30" N, Long. 76°10'00" W; to Lat. 39°29'00" N, Long. 76°08'00" W; to Lat. 39°29'30" N, Long. 76°05'00" W; to Lat. 39°27'00" N, Long. 76°00'30" W; to Lat. 39°19'47" N, Long. 76°11'34" W; to Lat. 39°12'10" N, Long. 76°16'30" W; to Lat. 39°12'45" N, Long. 76°22'30" W; to Lat. 39°17'30" N, Long. 76°19'45" W; to Lat. 39°18'30" N, Long. 76°22'00" W; to Lat. 39°22'00" N, Long. 76°22'00" W; to Lat. 39°23'28" N, Long. 76°20'40" W; to Lat. 39°26'10" N, Long. 76°14'50" W; to Lat. 39°27'00" N, Long. 76°12'30" W; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Washington ARTC Center.

Using agency. Commanding General, Aberdeen Proving Ground, Md.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7195 (Rewritten);

R-4002 Bloodsworth Island, Md.

Boundaries. Beginning at Lat. 38°13'00" N, Long. 76°00'00" W; to Lat. 38°08'00" N, Long. 76°00'00" W; to Lat. 38°08'00" N, Long. 76°08'50" W; to Lat. 38°13'00" N, Long. 76°11'20" W; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Using agency. Commander, Amphibious Training Forces Atlantic, U. S. Amphibious Base, Little Creek, Va.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7195 (Rewritten);

R-4003 Camp Springs, Md. (Andrews AFB)

Boundaries. The area based on the 053° True radial of the Andrews AFB VOR extending from 5 miles NE of the airbase (latitude 38°48'40" N., longitude 76°52'05" W.) to 32 miles NE of the airbase, having a width of 2 miles SE and 2.3 miles NW of the 053° True radial at the beginning and a width of 2.3 miles either side of the 053° True radial at the outer extremity.

Designated altitudes. 2,280 feet MSL to 15,280 feet MSL from 5 miles NE of the airbase to 6 miles NE of the airbase. 2,280 feet MSL to flight level 243 from 6 to 7 miles NE of the airbase. 2,280 feet MSL to flight level 270 from 7 to 10 miles NE of the airbase. 6,280 feet MSL to flight level 270 from 10 to 15 miles NE of the airbase. 10,280 feet MSL to flight level 270 from 15 to 20 miles NE of the airbase. 15,280 feet MSL to flight level 270 from 20 to 25 miles NE of the airbase. 19,280 feet MSL to flight level 270 from 25 to 32 miles NE of the airbase.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Andrews Approach Control.

Using agency. Commander, Andrews AFB, Md.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7195 (Rewritten); 6/28/62 27 F.R. 4245 (Rewritten);

PENDING AMENDMENT

In R-4003 "Controlling agency. Federal Aviation Agency, Andrews Approach Control" is deleted and "Controlling agency. Federal Aviation Agency, Washington Approach Control." is substituted therefor. 7/26/62 27 F.R. 6011 (Changed);

R-4005 Patuxent, Md.

Boundaries. Beginning at Lat. 38°18'26" N, Long. 76°14'30" W; to Lat. 38°13'00" N, Long. 76°11'20" W; to Lat. 38°13'00" N, Long. 76°00'00" W; to Lat. 38°08'00" N, Long. 76°00'00" W; to Lat. 38°08'00" N, Long. 76°08'00" W; to Lat. 37°55'15" N, Long. 76°02'30" W; to Lat. 37°52'45" N, Long. 76°11'03" W; to Lat. 38°02'20" N, Long. 76°17'24" W; to Lat. 38°07'41" N, Long. 76°17'24" W; to Lat. 38°15'00" N, Long. 76°20'50" W; to Lat. 38°18'20" N, Long. 76°17'05" W; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Using agency. Commanding Officer, NAS Patuxent River, Md.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7195 (Rewritten);

AMENDMENTS F. R. error corrected - 26 F. R. 8377;

R-4006 Patuxent, Md.

Boundaries. Beginning at Lat. 38°41'15" N, Long. 75°46'00" W; to Lat. 38°32'30" N, Long. 75°43'45" W; to Lat. 38°19'00" N, Long. 75°37'00" W; along the Pennsylvania Railroad to Lat. 38°12'30" N, Long. 75°41'30" W; to Lat. 38°02'30" N, Long. 75°52'30" W; to Lat. 37°55'00" N, Long. 75°52'30" W; to Lat. 37°46'39" N, Long. 75°57'43" W; thence counterclockwise along the circumference of R-6609 to Lat. 37°45'00" N, Long. 76°08'51" W; to Lat. 37°45'00" N, Long. 76°23'30" W; to Lat. 37°50'30" N, Long. 76°32'00" W; to Lat. 38°05'10" N, Long. 76°34'15" W; to Lat. 38°11'10" N, Long. 76°25'10" W; to Lat. 38°30'00" N, Long. 76°04'00" W; to Lat. 38°36'00" N, Long. 75°55'30" W; thence along the Pennsylvania Railroad to the point of beginning.

NOTE: From 3,500 feet MSL to an unlimited altitude excluding R-4005, R-4002, and R-6607.

Designated altitudes. From 3,500 feet MSL to unlimited.

Time of designation. Continuous.

Using agency. Commanding Officer, NAS Patuxent River, Md.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7195 (Rewritten);

R-4007 Patuxent, Md.

Boundaries. Beginning at Lat. 38°21'00" N, Long. 76°14'00" W; to Lat. 38°11'10" N, Long. 76°25'10" W; to Lat. 38°05'10" N, Long. 76°34'05" W; to Lat. 38°15'00" N, Long. 76°36'35" W; to Lat. 38°17'25" N, Long. 76°33'00" W; to Lat. 38°25'40" N, Long. 76°23'35" W; to the point of beginning.

Designated altitudes. Surface to 5,000 feet MSL.

Time of designation. Continuous.

Using agency. Commanding Officer, NAS Patuxent River, Md.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7196 (Rewritten);

§ 608.41 Massachusetts

R-4101 Camp Edwards, Mass.

Boundaries. The area within a 3-mile radius of Lat. 41°43'30" N, Long. 70°32'30" W, excluding the portion SE of a line between Lat. 41°40'54" N, Long. 70°32'52" W, and Lat. 41°44'17" N, Long. 70°29'11" W.

Designated altitudes. Surface to 12,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Otis Approach Control.

Using agency. Commanding Officer, Camp Edwards, Mass.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7196 (Rewritten);

R-4103 Falmouth, Mass. (Otis AFB), Restricted Area/Military Climb Corridor.

Boundaries. The area centered on the 039° radial of the Otis AFB VOR extending from 5 miles NE of the airbase (Lat. 41°38'54" N, Long. 70°31'12" W) to 32 miles NE of the airbase, having a width of 2 miles at the beginning and expanding uniformly to a width of 4.6 miles at the outer extremity.

Designated altitudes:

2,130 feet MSL to 15,130 feet MSL from 5 miles NE of the airbase to 6 miles NE of the airbase.

2,130 feet MSL to flight level 241 from 6 to 7 miles NE of the airbase.

2,130 feet MSL to flight level 270 from 7 to 10 miles NE of the airbase.

6,130 feet MSL to flight level 270 from 10 to 15 miles NE of the airbase.

10,130 feet MSL to flight level 270 from 15 to 20 miles NE of the airbase.

15,130 feet MSL to flight level 270 from 20 to 25 miles NE of the airbase.

19,130 feet MSL to flight level 270 from 25 to 32 miles NE of the airbase.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Otis Approach Control.

Using agency. Commander, Otis AFB, Mass.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7196 (Rewritten);

R-4104 Nashawena, Mass.

Boundaries. A circular area with a 1.5-nautical mile radius centered at Lat. 41°27'06" N, Long. 70°54'10" W.

Designated altitudes. Surface to 3,000 feet MSL.

Time of designation. 0700 to 2400 e.s.t., October 1 through June 30 annually.

Controlling agency. Federal Aviation Agency, Quonset Approach Control.

Using agency. Commander, Fleet Air Quonset, NAS Quonset Point, R. I.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7196 (Rewritten); On publ. (1/19/62) 27 F. R. 563 (Changed);

R-4105 No Man's Land Island, Mass.

Boundaries. A circular area with a 3-mile radius centered at Lat. 41°15'30" N, Long. 70°48'40" W.

Designated altitudes. Surface to flight level 200.

Time of designation. 0700 to 2400 EST.

Controlling agency. Federal Aviation Agency, Quonset Approach Control.

Using agency. Commander, Fleet Air Quonset, NAS Quonset Point, R. I.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7196 (Rewritten); On publ. (12/15/61) 26 F. R. 12033 (Rewritten);

R-4106 North Eastham, Mass.

Boundaries. A circular area with a 2-mile radius centered at Lat. 41°51'00" N, Long. 70°03'00" W.

Designated altitudes. Surface to 3,000 feet MSL.

Time of designation. 0800 to 2400 EST.

Controlling agency. Federal Aviation Agency, Otis Approach Control.

Using agency. Commander, Fleet Air Quonset, NAS Quonset Point, R. I.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7196 (Rewritten);

AMENDMENTS On publ. (9/22/61) 26 F. R. 8939 (Changed)

RULES AND REGULATIONS

R-4108 Chicopee Falls, Mass. (Westover AFB), Restricted Area/Military Climb Corridor.

Boundaries. The area centered on the 046° radial of the Westover AFB TACAN, extending from 5 miles NE of the airbase (Lat. 42°11'40" N, Long. 72°32'15" W) to 32 miles NE of the airbase, having a width of 2 miles at the beginning and expanding uniformly to a width of 4.6 miles at the outer extremity.

Designated altitudes:

- 2,200 feet MSL to 15,200 feet MSL from 5 miles NE of the airbase to 6 miles NE of the airbase.
- 2,200 feet MSL to flight level 240 from 6 to 7 miles NE of the airbase.
- 2,200 feet MSL to flight level 270 from 7 to 10 miles NE of the airbase.
- 6,200 feet MSL to flight level 270 from 10 to 15 miles NE of the airbase.
- 10,200 feet MSL to flight level 270 from 15 to 20 miles NE of the airbase.
- 15,200 feet MSL to flight level 270 from 20 to 25 miles NE of the airbase.
- 19,200 feet MSL to flight level 270 from 25 to 32 miles NE of the airbase.

Time of designation. Continuous.

Using agency. Westover AFB Approach Control.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7196 (Rewritten);

§ 608.42 Michigan

R-4201 Camp Grayling, Mich.

Boundaries. Beginning at Lat. 44°54'00" N, Long. 84°29'00" W; to Lat. 44°41'00" N, Long. 84°29'00" W; to Lat. 44°41'00" N, Long. 84°40'00" W; to Lat. 44°43'00" N, Long. 84°40'00" W; to Lat. 44°43'00" N, Long. 84°38'00" W; to Lat. 44°47'00" N, Long. 84°38'00" W; to Lat. 44°47'00" N, Long. 84°39'00" W; to Lat. 44°52'00" N, Long. 84°39'00" W; to Lat. 44°52'00" N, Long. 84°37'00" W; to Lat. 44°54'00" N, Long. 84°37'00" W; to the point of beginning.

Designated altitudes. The area N of Lat. 44°47'00" N, surface to 29,000 feet MSL June 1 through August 31; Surface to 20,000 feet MSL September 1 through May 31. The area S of Lat. 44°47'00" N, surface to 9,000 feet MSL.

Time of designation. The area N of Lat. 44°47'00" N, continuous June 1 through August 31; sunrise to sunset September 1 through May 31. The area S of Lat. 44°47'00" N, continuous June 1 through August 31.

Using agency. Adjutant General, State of Michigan, Lansing, Mich.

AMENDMENTS On publ. (8/10/61) 26 F.R. 7196 (Rewritten); 9/1/61 26 F.R. 7962 (Changed); 2/8/62 26 F.R. 12684 (Rewritten); (F.R. error corrected - 27 F.R. 253);

R-4202 Lake Margrethe, Mich.

Boundaries. Beginning at Lat. 44°41'00" N, Long. 84°46'00" W; to Lat. 44°36'00" N, Long. 84°46'00" W; to Lat. 44°36'00" N, Long. 84°53'00" W; to Lat. 44°41'00" N, Long. 84°53'00" W; to the point of beginning.

Designated altitudes. Surface to 2,000 feet MSL.

Time of designation. April 1 through October 30.

Using agency. Adjutant General, State of Michigan, Lansing, Mich.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7196 (Rewritten);

R-4203 Mount Clemens, Mich. (Selfridge AFB), Restricted Area/Military Climb Corridor.

Boundaries. The area based on the 336° radial of the Selfridge AFB VOR extending from 5 miles NW of the airbase (Lat. 42°36'50" N, Long. 82°50'05" W) to 32 miles NW of the airbase, having a width of 1 mile W and 3 miles E of the 336° radial at the beginning and a width of 2.3 miles on either side of 336° radial at the outer extremity.

Designated altitudes:

- 2,600 feet MSL to 15,600 feet MSL from 5 miles NW of the airbase to 6 miles NW of the airbase.
- 2,600 feet MSL to flight level 246 from 6 to 7 miles NW of the airbase.
- 2,600 feet MSL to flight level 270 from 7 to 10 miles NW of the airbase.
- 6,600 feet MSL to flight level 270 from 10 to 15 miles NW of the airbase.
- 10,600 feet MSL to flight level 270 from 15 to 20 miles NW of the airbase.
- 15,600 feet MSL to flight level 270 from 20 to 25 miles NW of the airbase.
- 19,600 feet MSL to flight level 270 from 25 to 32 miles NW of the airbase.

Time of designation. Continuous.

Using agency. Selfridge AFB Approach Control.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7196 (Rewritten);

R-4204 Oscoda, Mich. (Wurtsmith AFB), Restricted Area/Military Climb Corridor.

Boundaries. The area based on the 266° radial of the Wurtsmith AFB VOR, extending from 5 miles W of the airbase (Lat. 44°27'05" N, Long. 83°23'40" W) to 32 miles W of the airbase, having a width of 1 mile N and 2.3 miles S of the 266° radial at the beginning and a width of 2.3 miles on either side of the 266° radial at the outer extremity.

Designated altitudes:

- 2,600 feet MSL to 15,600 feet MSL from 5 miles W of the airbase to 6 miles W of the airbase.
- 2,600 feet MSL to flight level 246 from 6 to 7 miles W of the airbase.
- 2,600 feet MSL to flight level 270 from 7 to 10 miles W of the airbase.
- 6,600 feet MSL to flight level 270 from 10 to 15 miles W of the airbase.
- 10,600 feet MSL to flight level 270 from 15 to 20 miles W of the airbase.
- 15,600 feet MSL to flight level 270 from 20 to 25 miles W of the airbase.
- 19,600 feet MSL to flight level 270 from 25 to 32 miles W of the airbase.

Time of designation. Continuous.

Using agency. Wurtsmith AFB Approach Control.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7196 (Rewritten);

R-4205 Sault Ste. Marie, Mich. (Kincheloe AFB), Restricted Area/Military Climb Corridor.

Boundaries. The area centered on the 149° radial of the Kincheloe AFB VOR, extending from 7 miles SE of the VOR to 34 miles SE of the VOR, having a width of 2 miles at the beginning and expanding uniformly to a width of 4.6 miles at the outer extremity.

Designated altitudes:

- 2,800 feet MSL to 15,800 feet MSL from 7 miles SE of the VOR to 8 miles SE of the VOR.
- 2,800 feet MSL to flight level 248 from 8 to 9 miles SE of the VOR.
- 2,800 feet MSL to flight level 270 from 9 to 12 miles SE of the VOR.
- 6,800 feet MSL to flight level 270 from 12 to 17 miles SE of the VOR.
- 10,800 feet MSL to flight level 270 from 17 to 22 miles SE of the VOR.
- 15,800 feet MSL to flight level 270 from 22 to 27 miles SE of the VOR.
- 19,800 feet MSL to flight level 270 from 27 to 34 miles SE of the VOR.

Time of designation. Continuous.

Using agency. Kincheloe AFB Control Tower.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7196 (Rewritten);

AMENDMENTS F. R. error corrected - 26 F. R. 8377;

R-4207 Upper Lake Huron, Mich.

Boundaries. Beginning at Lat. 45°17'00" N, Long. 83°10'00" W; to Lat. 45°17'00" N, Long. 82°30'30" W; to Lat. 44°07'00" N, Long. 82°14'45" W; to Lat. 44°07'00" N, Long. 83°01'00" W; to Lat. 44°30'00" N, Long. 82°51'00" W; to Lat. 44°45'00" N, Long. 82°50'00" W; to Lat. 44°55'00" N, Long. 83°10'00" W; to the point of beginning.

Designated altitudes. Surface to flight level 500.

Time of designation. Sunrise to sunset.

Using agency. Commander, Wurtsmith AFB, Mich.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7197 (Rewritten);

§ 608.43 Minnesota**R-4301 Camp Ripley, Minn.**

Boundaries. Beginning at Lat. 46°17'00" N, Long. 94°20'00" W; to Lat. 46°05'00" N, Long. 94°20'00" W; to Lat. 46°05'00" N, Long. 94°27'00" W; to Lat. 46°08'00" N, Long. 94°27'00" W; to Lat. 46°08'00" N, Long. 94°30'00" W; to Lat. 46°17'00" N, Long. 94°30'00" W; to the point of beginning.

Designated altitudes. Surface to 27,000 feet MSL.

Time of designation. May 1 through November 1.

Using agency. Adjutant General, State of Minnesota, Minneapolis, Minn.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7197 (Rewritten);

R-4304 Upper Red Lake, Minn.

Boundaries. Beginning at Lat. 48°23'00" N, Long. 94°40'00" W; to Lat. 48°13'00" N, Long. 94°40'00" W; to Lat. 48°13'00" N, Long. 95°00'00" W; to Lat. 48°23'00" N, Long. 95°00'00" W; to the point of beginning.

Designated altitudes. Surface to 10,000 feet MSL.

Time of designation. 0700 to 1700 c.s.t., May 1 through October 31.

Using agency. Commanding Officer, NAS Minneapolis, Minn.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7197 (Rewritten); 4/5/62 27 F.R. 563 (Changed);

PENDING AMENDMENT

§ 608.44 Mississippi

R-4401 Camp Shelby, Miss.

Boundaries. Beginning at Lat. 31°12'54" N, Long. 89°11'03" W; to Lat. 31°11'48" N, Long. 89°00'00" W; to Lat. 31°04'36" N, Long. 89°00'00" W; to Lat. 31°04'36" N, Long. 89°11'03" W; to the point of beginning.

Designated altitudes. Surface to 13,000 feet MSL.

Time of designation. 0700 to 2300 CST, Monday through Friday, June 1 through August 31.

Using agency. Adjutant General, State of Mississippi, Jackson, Miss.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7197 (Rewritten);

R-4403 Pearl River, Miss.

Boundaries. A circular area with a 5-mile radius centered at Lat. 30°23'00" N, Long. 89°34'00" W.

Designated altitudes. Surface to 20,000 feet MSL.

Time of designation. 0800 to 1800 c.s.t.

Using agency. Commanding Officer, NAS, New Orleans, La.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7197 (Rewritten);

§ 608.45 Missouri

R-4501 Fort Leonard Wood, Mo.

Boundaries. Beginning at Lat. 37°48'15" N, Long. 92°02'00" W; to Lat. 37°43'00" N, Long. 92°02'00" W; to Lat. 37°42'00" N, Long. 92°06'00" W; to Lat. 37°38'30" N, Long. 92°06'00" W; to Lat. 37°36'30" N, Long. 92°11'00" W; to Lat. 37°36'15" N, Long. 92°15'30" W; to Lat. 37°40'30" N, Long. 92°15'30" W; to Lat. 37°42'00" N, Long. 92°14'30" W; to Lat. 37°48'15" N, Long. 92°04'00" W; to the point of beginning.

Designated altitudes. Surface to 6,000 feet MSL.

Time of designation. Continuous.

Using agency. Commanding General, Fort Leonard Wood, Mo.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7197 (Rewritten);

R-4502 Grandview, Mo. (Richards-Gebaur AFB), Restricted Area/Military Climb Corridor.

Boundaries. The area centered on the Richards-Gebaur AFB ILS localizer S course, extending from 5 miles S of the airbase (Lat. 38°50'50" N, Long. 94°33'20" W) to 32 miles S of the airbase, having a width of 2 miles at the beginning and expanding uniformly to a width of 4.6 miles at the outer extremity.

Designated altitudes:

3,100 feet MSL to 16,100 feet MSL from 5 miles S of the airbase to 6 miles S of the airbase.

3,100 feet MSL to flight level 251 from 6 to 7 miles S of the airbase.

3,100 feet MSL to flight level 270 from 7 to 10 miles S of the airbase.

7,100 feet MSL to flight level 270 from 10 to 15 miles S of the airbase.

11,100 feet MSL to flight level 270 from 15 to 20 miles S of the airbase.

16,100 feet MSL to flight level 270 from 20 to 25 miles S of the airbase.

20,100 feet MSL to flight level 270 from 25 to 32 miles S of the airbase.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Olathe Approach Control, Olathe, Kansas.

Using agency. Commander, Richards-Gebaur AFB, Mo.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7197 (Rewritten);

AMENDMENTS F. R. error corrected - 26 F. R. 8377;

§ 608.46 Montana

R-4601 Glasgow, Mont. (Glasgow AFB), Restricted Area/Military Climb Corridor.

Boundaries. The area centered on the 299° radial of the Glasgow AFB TACAN, extending from 5 miles NW of the airbase (Lat. 48°25'10" N, Long. 106°31'30" W) to 30 miles NW of the airbase, having a width of 2 miles at the beginning and expanding uniformly to a width of 4.6 miles at the outer extremity.

Designated altitudes:

4,800 feet MSL to 17,800 feet MSL from 5 miles NW of the airbase to 6 miles NW of the airbase.

4,800 feet MSL to flight level 268 from 6 to 7 miles NW of the airbase.

4,800 feet MSL to flight level 270 from 7 to 10 miles NW of the airbase.

8,800 feet MSL to flight level 270 from 10 to 15 miles NW of the airbase.

12,800 feet MSL to flight level 270 from 15 to 20 miles NW of the airbase.

17,800 feet MSL to flight level 270 from 20 to 25 miles NW of the airbase.

21,800 feet MSL to flight level 270 from 25 to 30 miles NW of the airbase.

Time of designation. Continuous.

Using agency. Glasgow AFB Approach Control.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7197 (Rewritten);

§ 608.47 Nebraska

R-4701 Sioux Ordnance Depot, Nebr.

Boundaries. A circular area with a 2,400 foot radius centered at latitude 41°15'13" N., longitude 103°04'50" W.

Designated altitudes. Surface to 7,400 feet MSL.

Time of designation. 0900 to 2100 MST, Monday through Friday.

Using agency. Commanding Officer, Sioux Ordnance Depot, Sidney, Nebr.

AMENDMENTS 6/28/62 27 F.R. 3592 (Added);

§ 608.48 Nevada

R-4802 Lone Rock, Nev.

Boundaries. A circular area with a 3-mile radius centered at Lat. 39°52'36" N, Long. 118°20'47" W.

Designated altitudes. Surface to 8,000 feet MSL.

Time of designation. Monday through Saturday.

Using agency. Commander, Naval Air Bases, 12th Naval District, Alameda, California.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7197 (Rewritten);

R-4803 Fallon, Nev.

Boundaries. A 3-nautical mile radius circle centered at Lat. 39°20'40" N, Long. 118°52'15" W; and within 3 nautical miles W and 2 nautical miles E of a line extending 349.5° True from the center to 15 nautical miles NNW.

Designated altitudes. Surface to 8,000 feet MSL N, and surface to 18,000 feet MSL S of a line extending from Lat. 39°27'40" N, Long. 118°57'55" W; to Lat. 39°30'20" N, Long. 118°51'55" W.

Time of designation. Continuous, Monday through Saturday.

Controlling agency. Federal Aviation Agency, Oakland ARTC Center.

Using agency. Commander, Naval Air Bases, 12th Naval District, Alameda, Calif.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7197 (Rewritten); 4/5/62 27 F.R. 1354 (Rewritten);

R-4804 Twin Peaks, Nev.

Boundaries. A 5-nautical mile radius circle centered at Lat. 39°13'00" N, Long. 118°12'42" W; and a 3-nautical mile radius circle centered at Lat. 39°14'15" N, Long. 118°17'30" W.

Designated altitudes. Surface to 20,000 feet MSL.

Time of designation. Continuous, Monday through Saturday.

Controlling agency. Federal Aviation Agency, Oakland ARTC Center.

Using agency. Commander, Naval Air Bases, 12th Naval District, Alameda, Calif.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7198 (Rewritten); 4/5/62 27 F.R. 1354 (Rewritten);

R-4805 Sahwave Mountains, Nev.

Boundaries. Beginning at Lat. 40°40'00" N, Long. 118°49'00" W; to Lat. 40°04'00" N, Long. 118°49'00" W; to Lat. 40°00'00" N, Long. 118°57'00" W; to Lat. 40°00'00" N, Long. 119°13'00" W; to Lat. 40°40'00" N, Long. 119°13'00" W; to the point of beginning.

Designated altitudes. Surface to flight level 550.

Time of designation. One hour before sunrise to 1 hour after sunset, Monday through Friday.

Controlling agency. Federal Aviation Agency, Oakland ARTC Center.

Using agency. Commander, Naval Air Bases, 12th Naval District, Alameda, Calif.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7198 (Rewritten); On publ. (1/3/62) 27 F. R. 6 (Rewritten);

R-4806 Las Vegas, Nev.

Boundaries. Beginning at latitude 37°17'00" N., longitude 115°18'00" W.; to latitude 36°26'00" N., longitude 115°18'00" W.; to latitude 36°26'00" N., longitude 115°23'00" W.; to latitude 36°35'00" N., longitude 115°37'00" W.; to latitude 36°35'00" N., longitude 115°42'00" W.; to latitude 36°41'00" N., longitude 115°42'00" W.; to latitude 36°41'00" N., longitude 115°56'00" W.; to latitude 37°06'00" N., longitude 115°35'00" W.; to latitude 37°17'00" N., longitude 115°35'00" W.; to the point of beginning.

Designated altitudes. Unlimited Monday through Saturday, Sunday from 13,000 feet MSL to unlimited.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Los Angeles ARTC Center.

Using agency. Commander, Nellis AFB, Nev.

AMENDMENTS 8/24/61 26 F. R. 6233 (Added); 1/15/62 27 F. R. 205 (Changed); On publ. (3/17/62) 27 F.R. 2566 (Rewritten);

R-4807 Tonopah, Nev.

Boundaries. Beginning at latitude 36°51'00" N., longitude 116°33'30" W.; to latitude 37°26'30" N., longitude 117°04'30" W.; to latitude 37°53'00" N., longitude 117°01'00" W.; to latitude 37°53'00" N., longitude 116°55'00" W.; to latitude 37°47'00" N., longitude 116°55'00" W.; to latitude 37°33'00" N., longitude 116°43'00" W.; to latitude 37°33'00" N., longitude 116°26'00" W.; to latitude 37°53'00" N., longitude 116°26'00" W.; to latitude 37°53'00" N., longitude 116°11'00" W.; to latitude 37°42'00" N., longitude 116°11'00" W.; to latitude 37°42'00" N., longitude 115°53'00" W.; to latitude 37°33'00" N., longitude 115°53'00" W.; to latitude 37°33'00" N., longitude 115°48'00" W.; to latitude 37°28'00" N., longitude 115°48'00" W.; to latitude 37°28'00" N., longitude 116°00'00" W.; to latitude 37°16'00" N., longitude 116°00'00" W.; to latitude 37°16'00" N., longitude 116°34'00" W.; to the point of beginning.

Designated altitudes. Unlimited Monday through Saturday. Sunday from 13,000 feet MSL to unlimited.

Time of designation. Continuous.

Using agency. Commander, Nellis AFB, Nev.

AMENDMENTS 8/24/61 26 F. R. 6233 (Added); 1/15/62 27 F. R. 205 (Changed); On publ. (3/17/62) 27 F. R. 2566 (Rewritten);

R-4808 Las Vegas, Nev.

Boundaries. Beginning at latitude 36°41'00" N., longitude 115°56'00" W.; to latitude 36°41'00" N., longitude 116°26'30" W.; to latitude 36°51'00" N., longitude 116°26'30" W.; to latitude 36°51'00" N., longitude 116°33'30" W.; to latitude 37°16'00" N., longitude 116°34'00" W.; to latitude 37°16'00" N., longitude 116°00'00" W.; to latitude 37°28'00" N., longitude 116°00'00" W.; to latitude 37°28'00" N., longitude 115°35'00" W.; to latitude 37°06'00" N., longitude 115°35'00" W.; to latitude 37°06'00" N., longitude 115°56'00" W.; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Using agency. Manager, Atomic Energy Commission, Albuquerque, N. Mex.

AMENDMENTS 8/24/61 26 F. R. 6233 (Added); 1/15/62 27 F. R. 205 (Changed); On publ. (3/17/62) 27 F. R. 2566 (Rewritten);

R-4809 Tonopah, Nev.

Boundaries. Beginning at Lat. 37°53'00" N, Long. 116°26'00" W; to Lat. 37°33'00" N, Long. 116°26'00" W; to Lat. 37°33'00" N, Long. 116°43'00" W; to Lat. 37°47'00" N, Long. 116°55'00" W; to Lat. 37°53'00" N, Long. 116°55'00" W; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Using agency. Manager, Atomic Energy Commission, Albuquerque, N. Mex.

AMENDMENTS 8/24/61 26 F. R. 6233 (Added);

R-4810 Desert Mountains, Nev.

Boundaries. A 5-nautical mile radius circle centered at Lat. 39°10'00" N, Long. 118°37'30" W; and a 3-nautical mile radius circle centered at Lat. 39°09'15" N, Long. 118°42'20" W.

Designated altitudes. Surface to flight level 300.

Time of designation. One hour prior to sunrise to one hour after sunset, Monday through Friday.

Controlling agency. Federal Aviation Agency, Oakland ARTC Center.

Using agency. Commander, Naval Air Bases, 12th Naval District, Alameda, Calif.

AMENDMENTS 4/5/62 27 F. R. 1354 (Added);

§ 608.49 New Hampshire**R-4901 Isle of Shoals, N. H.**

Boundaries. Beginning at Lat. 42°59'54" N, Long. 70°38'21" W; to Lat. 43°02'21" N, Long. 70°37'14" W; to Lat. 43°01'30" N, Long. 70°33'49" W; to Lat. 42°59'03" N, Long. 70°35'00" W; to the point of beginning.

Designated altitudes. Surface to 2,000 feet MSL.

Time of designation. Sunrise to sunset, Monday through Friday.

Using agency. Commander, Fleet Air Detachment, NAS Brunswick, Maine.

AMENDMENTS On publ. (9/1/61) 26 F. R. 8246 (Rewritten);

§ 608.50 New Jersey**R-5001 Fort Dix, N. J.**

Boundaries. Beginning at Lat. 40°02'45" N, Long. 74°27'00" W; to Lat. 39°58'45" N, Long. 74°25'40" W; to Lat. 39°58'45" N, Long. 74°31'25" W; to Lat. 39°59'15" N, Long. 74°33'30" W; to Lat. 40°01'53" N, Long. 74°33'30" W; to Lat. 40°02'45" N, Long. 74°32'30" W; to the point of beginning.

Designated altitudes. Surface to 8,000 feet MSL east of and surface to 4,000 feet MSL west of a line drawn from Lat. 40°02'45" N, Long. 74°31'25" W; to Lat. 39°58'45" N, Long. 74°31'25" W.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, New York ARTC Center.

Using agency. Commanding General, Fort Dix, N. J.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7198 (Rewritten); 2/8/62 27 F. R. 171 (Rewritten);

R-5002 Warren Grove, N. J.

Boundaries. Beginning at Lat. 39°46'10" N, Long. 74°20'14" W; to Lat. 39°43'25" N, Long. 74°17'37" W; to Lat. 39°38'45" N, Long. 74°23'40" W; to Lat. 39°39'50" N, Long. 74°25'52" W; to Lat. 39°43'58" N, Long. 74°24'13" W; to the point of beginning.

Designated altitudes. Surface to 9,000 feet MSL.

Time of designation. Sunrise to sunset.

Controlling agency. Federal Aviation Agency, New York ARTC Center.

Using agency. Commander, 108th Tactical Fighter Wing, New Jersey Air National Guard, McGuire AFB, N. J.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7198 (Rewritten);

AMENDMENTS 9/1/61 26 F. R. 7962 (Changed); 10/2/61 26 F. R. 9207 (Rewritten);

R-5003 Wrightstown, N. J. (McGuire AFB), Restricted Area/Military Climb Corridor.

Boundaries. The area centered on the 226° radial of the McGuire VOR, extending from 5 miles SW of the airbase (Lat. 40°00'55" N, Long. 74°35'25" W) to 32 miles SW of the airbase, having a width of 2 miles at the beginning and expanding uniformly to a width of 4.6 miles at the outer extremity.

Designated altitudes:

2,100 feet MSL to 15,100 feet MSL from 5 miles SW of the airbase to 6 miles SW of the airbase.

2,100 feet MSL to flight level 241 from 6 to 7 miles SW of the airbase.

2,100 feet MSL to flight level 270 from 7 to 10 miles SW of the airbase.

6,100 feet MSL to flight level 270 from 10 to 15 miles SW of the airbase.

10,100 feet MSL to flight level 270 from 15 to 20 miles SW of the airbase.

15,100 feet MSL to flight level 270 from 20 to 25 miles SW of the airbase.

19,100 feet MSL to flight level 270 from 25 to 32 miles SW of the airbase.

Time of designation. Continuous.

Using agency. McGuire AFB Approach Control.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7198 (Rewritten);

§ 608.51 New Mexico

R-5101 Los Alamos, N. Mex.

Boundaries. Beginning at Lat. 35°45'15" N, Long. 106°15'12" W; to Lat. 35°50'03" N, Long. 106°21'36" W; to Lat. 35°52'22" N, Long. 106°20'42" W; to Lat. 35°52'52" N, Long. 106°16'48" W; to Lat. 35°52'30" N, Long. 106°14'48" W; to Lat. 35°48'35" N, Long. 106°14'48" W; to Lat. 35°47'05" N, Long. 106°12'06" W; to the point of beginning.

Designated altitudes. Surface to 12,000 feet MSL.

Time of designation. Continuous.

Using agency. Manager, Atomic Energy Commission, Los Alamos, N. Mex.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7198 (Rewritten);

R-5102 Los Alamos, N. Mex.

Boundaries. Beginning at Lat. 35°52'53" N, Long. 106°14'06" W; to Lat. 35°53'03" N, Long. 106°16'09" W; to Lat. 35°54'45" N, Long. 106°16'09" W; thence clockwise along the arc of a circle with a radius of 10,000 feet centered at Lat. 35°53'03" N, Long. 106°16'09" W; to the point of beginning.

Designated altitudes. Surface to 12,000 feet MSL.

Time of designation. Continuous.

Using agency. Manager, Atomic Energy Commission, Los Alamos, N. Mex.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7198 (Rewritten);

R-5103 McGregor, N. Mex.

Boundaries. Beginning at Lat. 32°27'40" N, Long. 106°00'00" W; to Lat. 32°36'00" N, Long. 106°00'00" W; to Lat. 32°45'00" N, Long. 105°59'00" W; to Lat. 32°45'00" N, Long. 105°30'00" W; to Lat. 32°26'20" N, Long. 105°30'00" W; to Lat. 32°00'00" N, Long. 105°57'00" W; to Lat. 32°00'00" N, Long. 106°10'30" W; to Lat. 32°05'20" N, Long. 106°09'20" W; to Lat. 32°06'00" N, Long. 106°15'30" W; along the Southern Pacific Railroad to Lat. 32°28'00" N, Long. 106°02'00" W; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Using agency. Commanding General, Fort Bliss, Tex.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7198 (Rewritten);

R-5104 Melrose, N. Mex.

Boundaries. Beginning at latitude 34°28'00" N., longitude 103°43'15" W.; to latitude 34°25'25" N., longitude 103°40'00" W.; to latitude 34°10'00" N., longitude 103°40'00" W.; to latitude 34°10'00" N., longitude 103°55'00" W.; to latitude 34°28'00" N., longitude 103°55'00" W.; to point of beginning.

Designated altitudes. Surface to 23,000 feet MSL.

Time of designation. Sunrise to sunset.

Controlling agency. Federal Aviation Agency, Albuquerque ARTC Center.

Using agency. Commander, Cannon AFB, N. Mex.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7198 (Rewritten);

AMENDMENTS On publ. (9/19/61) 26 F. R. 8808 (Rewritten); 6/28/62 27 F.R. 3881 (Rewritten);

R-5105 Melrose, N. Mex.

Boundaries. Beginning at latitude 34°39'00" N., longitude 103°55'00" W.; to latitude 34°39'00" N., longitude 103°40'00" W.; to latitude 34°25'25" N., longitude 103°40'00" W.; to latitude 34°28'00" N., longitude 103°43'15" W.; to latitude 34°28'00" N., longitude 103°55'00" W.; to the point of beginning.

Designated altitudes. Surface to 14,000 feet MSL.

Time of designation. Sunrise to sunset.

Controlling agency. Federal Aviation Agency, Albuquerque ARTC Center.

Using agency. Commander, Cannon AFB, N. Mex.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7198 (Rewritten); 6/28/62 27 F.R. 3881 (Rewritten);

R-5106 Orogrande, N. Mex.

Boundaries. Beginning at Lat. 32°36'00" N, Long. 106°00'00" W; to Lat. 32°27'40" N, Long. 106°00'00" W; to Lat. 32°28'00" N, Long. 106°02'00" W; along the southern Pacific Railroad to Lat. 32°22'00" N, Long. 106°05'00" W; to Lat. 32°06'15" N, Long. 106°15'15" W; to Lat. 32°06'30" N, Long. 106°17'15" W; to Lat. 32°23'00" N, Long. 106°07'00" W; to Lat. 32°25'00" N, Long. 106°06'00" W; to Lat. 32°36'00" N, Long. 106°06'00" W; to the point of beginning.

Designated altitudes. From 4,000 feet above the surface to unlimited.

Time of designation. Continuous.

Using agency. Commanding General, Fort Bliss, Tex.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7198 (Rewritten);

R-5107 White Sands Proving Ground, N. Mex.

Boundaries. Beginning at Lat. 34°15'45" N, Long. 106°40'30" W; to Lat. 34°17'00" N, Long. 106°12'00" W; to Lat. 34°17'00" N, Long. 106°04'00" W; to Lat. 32°50'00" N, Long. 106°04'00" W; to Lat. 32°36'00" N, Long. 106°06'00" W; to Lat. 32°25'00" N, Long. 106°06'00" W; to Lat. 32°00'00" N, Long. 106°21'00" W; to Lat. 32°00'00" N, Long. 106°34'00" W; to Lat. 32°18'00" N, Long. 106°34'00" W; to Lat. 32°18'00" N, Long. 106°39'00" W; to Lat. 33°13'00" N, Long. 106°52'00" W; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Using agency. Commander, Holloman AFB, N. Mex.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7198 (Rewritten);

R-5108 White Sands, N. Mex.

Boundaries. Beginning at latitude 34°15'45" N., longitude 106°40'30" W.; to latitude 33°17'50" N., longitude 106°51'00" W.; thence clockwise along the arc of a 33.5 mile radius circle centered at latitude 33°46'45" N., longitude 106°46'00" W.; to point of beginning.

Designated altitude. 24,000 feet MSL to unlimited.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Albuquerque ARTC Center.

Using agency. Commander, Holloman AFB, N. Mex.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7198 (Rewritten); On publ. (3/27/62) 27 F.R. 2794 (Rewritten);

R-5109 White Sands, N. Mex.

Boundaries. Beginning at Lat. 34°17'00" N, Long. 106°04'00" W; to Lat. 34°17'00" N, Long. 105°51'00" W; to Lat. 33°57'00" N, Long. 105°27'00" W; to Lat. 32°45'00" N, Long. 105°27'00" W; to Lat. 32°45'00" N, Long. 105°59'00" W; to Lat. 32°36'00" N, Long. 106°00'00" W; to Lat. 32°36'00" N, Long. 106°06'00" W; to Lat. 32°50'00" N, Long. 106°04'00" W; to the point of beginning.

Designated altitudes. From 16,000 feet MSL to unlimited.

Time of designation. Continuous.

Using agency. Commander, Holloman AFB, N. Mex.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7198 (Rewritten);

R-5110 McGregor, N. Mex.

Boundaries. Beginning at latitude 33°13'00" N., longitude 105°17'35" W.; thence counterclockwise along the arc of a 45-mile radius circle centered at Walker AFB, Roswell, N. Mex. (latitude 33°18'00" N., longitude 104°31'20" W.), to latitude 32°52'30" N., longitude 105°06'55" W.; to latitude 32°26'20" N., longitude 105°30'00" W.; to latitude 32°45'00" N., longitude 105°30'00" W.; to latitude 32°45'00" N., longitude 105°27'00" W.; to latitude 33°13'00" N., longitude 105°27'00" W.; to point of beginning.

Designated altitudes. 31,000 feet MSL to unlimited.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, El Paso ARTC Center.

Using agency. Commanding General, Fort Bliss, Tex.

AMENDMENTS 6/28/62 27 F.R. 4326 (Added);

§ 608.52 New York

R-5201 Camp Drum, N. Y.

Boundaries. Beginning at Lat. 44°15'00" N, Long. 75°31'30" W; to Lat. 44°11'15" N, Long. 75°25'00" W; to Lat. 44°03'00" N, Long. 75°33'30" W; to Lat. 44°03'15" N, Long. 75°37'39" W; to Lat. 44°06'44" N, Long. 75°43'54" W; to the point of beginning.

Designated altitudes. Surface to 23,000 feet MSL, May 1 through October 31; surface to 20,000 feet MSL, November 1 through April 30.

Time of designation. Continuous.

Using agency. Commanding General, First United States Army, Governor's Island, New York, N. Y.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7199 (Rewritten);

R-5202 Gardiner's Island, N. Y.

Boundaries. A circular area with a 3-nautical mile radius centered at Lat. 41°08'30" N, Long. 72°08'50" W.

Designated altitudes. Surface to 6,000 feet MSL.

Time of designation. 0800 to 1800 EST, Sunday through Friday, and 0800 to 2300 EST, Saturday, April 15 through October 31; 0800 to 2300 EST, Saturday and Sunday, November 1 through April 14.

Controlling agency. Federal Aviation Agency, New York ARTC Center.

Using agency. Commanding Officer, NAS New York, N. Y.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7199 (Rewritten);

R-5203 Oswego, N. Y.

Boundaries. Beginning at Lat. 43°37'00" N, Long. 76°45'00" W; to Lat. 43°24'00" N, Long. 76°45'00" W; to Lat. 43°24'00" N, Long. 78°00'00" W; to Lat. 43°37'00" N, Long. 78°00'00" W; to the point of beginning.

Designated altitudes. Surface to flight level 320.

Time of designation. Sunrise to sunset.

Using agency. Commander, Air National Guard Base, Niagara Falls Municipal Airport, Niagara Falls, N. Y.,

Phone: Butler 5-6691, Extension 497.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7199 (Rewritten); 9/1/61 26 F. R. 7962 (Changed);

On publ. (1/19/62) 27 F. R. 563 (Rewritten);

R-5204 Rome, N. Y. (Griffiss AFB), Restricted Area/Military Climb Corridor.

Boundaries. The area based on the 138° radials and 318° radials of the Griffiss AFB VOR and the 318° radial of the Griffiss AFB TACAN, extending from 5 miles NW of the airbase (Lat. 43°14'00" N, Long. 75°24'10" W) to 32 miles NW of the airbase, having a width of 1 mile SW of the 138° radial of the VOR and 1 mile NE of the 318° radial of the TACAN at the beginning, expanding uniformly to a width of 2.3 miles SW of the 318° radial of the VOR and 2.3 miles NE of the 318° radial of the TACAN at the outer extremity.

Designated altitudes:

2,500 feet MSL to 15,500 feet MSL from 5 miles NW of the airbase to 6 miles NW of the airbase.

2,500 feet MSL to flight level 245 from 6 to 7 miles NW of the airbase.

2,500 feet MSL to flight level 270 from 7 to 10 miles NW of the airbase.

6,500 feet MSL to flight level 270 from 10 to 15 miles NW of the airbase.

10,500 feet MSL to flight level 270 from 15 to 20 miles NW of the airbase.

15,500 feet MSL to flight level 270 from 20 to 25 miles NW of the airbase.

19,500 feet MSL to flight level 270 from 25 to 32 miles NW of the airbase.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Griffiss Approach Control.

Using agency. Commander, Griffiss AFB, N. Y.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7199 (Rewritten);

R-5205 Westhampton Beach, N. Y. (Suffolk AFB), Restricted Area/Military Climb Corridor.

Boundaries. The area centered on the 039° radial of the Suffolk AFB VOR extending from 5 miles NE of the airbase (Lat. 40°50'40" N, Long. 72°37'45" W) to 32 miles NE of the airbase having a width of 2 miles at the beginning, expanding uniformly to a width of 4.6 miles at the outer extremity.

Designated altitudes:

2,100 feet MSL to 15,100 feet MSL from 5 miles NE of the airbase to 6 miles NE of the airbase.

2,100 feet MSL to flight level 241 from 6 to 7 miles NE of the airbase.

2,100 feet MSL to flight level 270 from 7 to 10 miles NE of the airbase.

6,100 feet MSL to flight level 270 from 10 to 15 miles NE of the airbase.

10,100 feet MSL to flight level 270 from 15 to 20 miles NE of the airbase.

15,100 feet MSL to flight level 270 from 20 to 25 miles NE of the airbase.

19,100 feet MSL to flight level 270 from 25 to 32 miles NE of the airbase.

Time of designation. Continuous.

Using agency. Suffolk AFB Approach Control.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7199 (Rewritten);

R-5206 West Point, N. Y.

Boundaries. Beginning at Lat. 41°19'40" N, Long. 74°03'33" W; to Lat. 41°19'40" N, Long. 74°00'26" W; to Lat. 41°20'40" N, Long. 74°00'26" W; to Lat. 41°20'40" N, Long. 73°58'58" W; to Lat. 41°22'40" N, Long. 73°58'58" W; along U. S. Highway No. 9W to Lat. 41°23'08" N, Long. 73°59'42" W; to Lat. 41°23'08" N, Long. 74°00'00" W; along New York State Highway No. 293 to Lat. 41°20'40" N, Long. 74°03'33" W; to the point of beginning.

Designated altitudes. Surface to 7,000 feet MSL.

Time of designation. 0600 to 1600 EST, Monday through Saturday, May 1 through August 31.

Controlling agency. Federal Aviation Agency, New York ARTC Center.

Using agency. Superintendent, United States Military Academy, West Point, N. Y.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7199 (Rewritten);

§ 608.53 North Carolina

R-5301 Albermarle Sound, N. C.

Boundaries. A circular area with a 3-mile radius centered at Lat. 36°03'30" N, Long. 76°20'00" W.

Designated altitudes. Surface to 20,000 feet MSL.

Time of designation. Sunrise to sunset.

Using agency. Commander, Fleet Air Norfolk, NAS Norfolk, Va.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7199 (Rewritten);

R-5302 Albermarle Sound, N. C.

Boundaries. A circular area with a 3-mile radius centered at Lat. 35°58'44" N, Long. 76°21'34" W.

Designated altitudes. Surface to 20,000 feet MSL.

Time of designation. Sunrise to sunset.

Using agency. Commander, Fleet Air Norfolk, NAS Norfolk, Va.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7199 (Rewritten);

R-5303 Albermarle Sound, N. C.

Boundaries. A circular area with a 3-mile radius centered at Lat. 35°59'16" N, Long. 76°15'58" W.

Designated altitudes. Surface to 20,000 feet MSL.

Time of designation. Sunrise to sunset.

Using agency. Commander, Fleet Air Norfolk, NAS Norfolk, Va.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7199 (Rewritten);

R-5304 Albermarle Sound, N. C.

Boundaries. A circular area with a 3-mile radius centered at Lat. 36°00'05" N, Long. 76°10'54" W.

Designated altitudes. Surface to 20,000 feet MSL.

Time of designation. Sunrise to sunset.

Using agency. Commander, Fleet Air Norfolk, NAS Norfolk, Va.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7199 (Rewritten);

R-5305 Albermarle Sound, N. C.

Boundaries. A circular area with a 3-mile radius centered at Lat. 36°00'33" N, Long. 76°05'58" W.

Designated altitudes. Surface to 20,000 feet MSL.

Time of designation. Sunrise to sunset.

Using agency. Commander, Fleet Air Norfolk, NAS Norfolk, Va.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7199 (Rewritten);

R-5306A Cherry Point, N. C.

Boundaries. Beginning at Lat. 35°23'15" N, Long. 76°34'40" W; to Lat. 35°18'15" N, Long. 76°16'40" W; to Lat. 35°04'30" N, Long. 76°04'30" W; to Lat. 34°46'45" N, Long. 76°24'45" W; to Lat. 34°45'10" N, Long. 76°40'30" W; to Lat. 34°41'50" N, Long. 76°56'20" W; to Lat. 34°37'30" N, Long. 76°56'20" W; thence southwest along the boundary of Warning Area W-122 to Lat. 34°34'30" N, Long. 77°09'00" W; to Lat. 34°44'50" N, Long. 77°14'40" W; to Lat. 35°03'00" N, Long. 76°57'00" W; thence to point of beginning.

Designated altitudes. Surface to flight level 350.

Time of designation. Continuous.

Using agency. Commanding General Marine Corps Air Station, Cherry Point, N. C.

AMENDMENTS 1/11/62 26 F. R. 10877 (Added);

R-5306B Cherry Point, N. C.

Boundaries. Beginning at Lat. 34°44'50" N, Long. 77°14'40" W; to Lat. 34°34'30" N, Long. 77°09'00" W; thence southwest along the boundary of Warning Area W-122 to Lat. 34°30'20" N, Long. 77°15'50" W; to Lat. 34°33'00" N, Long. 77°19'00" W; to Lat. 34°36'05" N, Long. 77°26'08" W; to Lat. 34°40'00" N, Long. 77°22'00" W; to Lat. 34°39'10" N, Long. 77°20'50" W; thence to point of beginning.

Designated altitudes. Surface to flight level 290.

Time of designation. Continuous.

Using agency. Commanding General, Marine Corps Air Station, Cherry Point, N. C.

AMENDMENTS 1/11/62 26 F. R. 10877 (Added);

R-5306C Cherry Point, N. C.

Boundaries. Beginning at Lat. 34°42'00" N, Long. 77°24'50" W; to Lat. 34°40'00" N, Long. 77°22'00" W; to Lat. 34°36'05" N, Long. 77°26'08" W; to Lat. 34°37'25" N, Long. 77°29'00" W; to Lat. 34°40'20" N, Long. 77°28'10" W; thence to point of beginning.

Designated altitudes. Surface to 20,000 feet MSL.

Time of designation. Continuous.

Using agency. Commanding General, Marine Corps Air Station, Cherry Point, N. C.

AMENDMENTS 1/11/62 26 F. R. 10877 (Added);

R-5307 Cherry Point, N. C.

Boundaries. Beginning at Lat. 35°23'15" N, Long. 76°34'40" W; to Lat. 35°03'00" N, Long. 76°57'00" W; to Lat. 34°44'50" N, Long. 77°14'40" W; to Lat. 34°39'10" N, Long. 77°20'50" W; to Lat. 34°42'00" N, Long. 77°24'50" W; to Lat. 34°40'20" N, Long. 77°28'10" W; to Lat. 34°37'25" N, Long. 77°29'00" W; to Lat. 34°41'45" N, Long. 77°40'00" W; to Lat. 35°20'30" N, Long. 77°28'45" W; to Lat. 35°44'25" N, Long. 77°12'00" W; thence to point of beginning.

Designated altitudes. Flight level 350 to flight level 550.

Time of designation. Sunset to sunrise.

Controlling agency. Federal Aviation Agency, Washington ARTC Center.

Using agency. Commanding General, Marine Corps Air Station, Cherry Point, N. C.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7199 (Rewritten); 1/11/62 26 F. R. 10877 (Rewritten);

R-5308 Currituck Sound, N. C.

Boundaries. A circular area with a 3-nautical mile radius centered at Lat. 36°12'15" N, Long. 75°45'57" W.

Designated altitudes. Surface to 10,000 feet MSL.

Time of designation. Continuous.

Using agency. Commander, Fleet Air Norfolk, NAS Norfolk, Va.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7199 (Rewritten);

R-5309 Currituck Sound, N. C.

Boundaries. A circular area with a 3-mile radius centered at Lat. 36°25'24" N, Long. 75°50'09" W.

Designated altitudes. Surface to 10,000 feet MSL.

Time of designation. Sunrise to sunset.

Using agency. Commander, Fleet Air Norfolk, NAS Norfolk, Va.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7199 (Rewritten);

R-5310 Currituck Sound, N. C.

Boundaries. A circular area with a 3-mile radius centered at Lat. 36°10'28" N, Long. 75°45'04" W.

Designated altitudes. Surface to 10,000 feet MSL.

Time of designation. Continuous.

Using agency. Commander, Fleet Air Norfolk, NAS Norfolk, Va.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7199 (Rewritten);

R-5311 Fort Bragg, N. C.

Boundaries. Beginning at Lat. 35°10'46" N, Long. 79°01'56" W; to Lat. 35°08'47" N, Long. 79°02'00" W; to Lat. 35°07'00" N, Long. 79°02'30" W; to Lat. 35°03'00" N, Long. 79°02'30" W; to Lat. 35°03'00" N, Long. 79°15'09" W; to Lat. 35°06'50" N, Long. 79°24'00" W; to Lat. 35°09'00" N, Long. 79°23'11" W; thence along Little River to the point of beginning.

Designated altitudes. Surface to 35,000 feet MSL.

Time of designation. Continuous.

Using agency. Commanding General, Fort Bragg, N. C.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7199 (Rewritten);

RULES AND REGULATIONS

R-5312 Goldsboro, N. C. (Seymour-Johnson AFB), Restricted Area/Military Climb Corridor.

Boundaries. The area based on the 228° radial of the Seymour-Johnson AFB TACAN extending from 5 miles SW of the TACAN to 32 miles SW of the TACAN, having a width of 1 mile SE and 2.3 miles NW of the 228° radial at the beginning and a width of 2.3 miles either side of the 228° radial at the outer extremity.

Designated altitudes:

- 2,100 feet MSL to 15,000 feet MSL from 5 miles SW of the TACAN to 6 miles SW of the TACAN
- 2,100 feet MSL to flight level 240 from 6 to 7 miles SW of the TACAN.
- 2,100 feet MSL to flight level 270 from 7 to 10 miles SW of the TACAN.
- 6,100 feet MSL to flight level 270 from 10 to 15 miles SW of the TACAN
- 10,100 feet MSL to flight level 270 from 15 to 20 miles SW of the TACAN
- 15,100 feet MSL to flight level 270 from 20 to 25 miles SW of the TACAN
- 19,100 feet MSL to flight level 270 from 25 to 32 miles SW of the TACAN

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Raleigh-Durham, N C **Approach Control**
Using agency Commander, Seymour-Johnson AFB, N C

AMENDMENTS On publ (8/10/61) 26 F R 7200 (Rewritten);

R-5313 Long Shoal Point, N. C.

Boundaries. A circular area with a 3-mile radius centered at Lat 35°32'48" N, Long. 75°41'26" W

Designated altitudes Unlimited.

Time of designation. Continuous.

Using agency. Commander, Fleet Air Norfolk, NAS Norfolk, Va

AMENDMENTS On publ (8/10/61) 26 F. R. 7200 (Rewritten);

§ 608.54 North Dakota**R-5402 Grand Forks, N. Dak. (Grand Forks AFB), Restricted Area/Military Climb Corridor.**

Boundaries. The area centered on the 001° radial of the Grand Forks AFB TACAN extending from 5 miles N of the airbase (Lat. 47°57'40" N, Long. 97°24'05" W) to 32 miles N of the airbase, having a width of 2 miles at the beginning and expanding uniformly to a width of 4.6 miles at the outer extremity

Designated altitudes:

- 2,900 feet MSL to 15,900 feet MSL from 5 miles N of the airbase to 6 miles N of the airbase
- 2,900 feet MSL to flight level 249 from 6 to 7 miles N of the airbase.
- 2,900 feet MSL to flight level 270 from 7 to 10 miles N of the airbase.
- 6,900 feet MSL to flight level 270 from 10 to 15 miles N of the airbase
- 10,900 feet MSL to flight level 270 from 15 to 20 miles N of the airbase
- 15,900 feet MSL to flight level 270 from 20 to 25 miles N of the airbase.
- 19,900 feet MSL to flight level 270 from 25 to 32 miles N of the airbase

Time of designation. Continuous.

Using agency. Grand Forks AFB Approach Control.

AMENDMENTS On publ. (8/10/61) 26 F R. 7200 (Rewritten);

R-5403 Minot, N. Dak. (Minot AFB), Restricted Area/Military Climb Corridor.

Boundaries. The area centered on the 308° radial of the Minot AFB TACAN extending from 5 miles NW of the airbase (Lat. 48°25'18" N, Long. 101°22'08" W) to 32 miles NW of the airbase, having a width of 2 miles at the beginning and expanding uniformly to a width of 4.6 miles at the outer extremity

Designated altitudes:

- 3,650 feet MSL to 16,650 feet MSL from 5 miles NW of the airbase to 6 miles NW of the airbase
- 3,650 feet MSL to flight level 257 from 6 to 7 miles NW of the airbase.
- 3,650 feet MSL to flight level 270 from 7 to 10 miles NW of the airbase.
- 7,650 feet MSL to flight level 270 from 10 to 15 miles NW of the airbase.
- 11,650 feet MSL to flight level 270 from 15 to 20 miles NW of the airbase.
- 16,650 feet MSL to flight level 270 from 20 to 25 miles NW of the airbase.
- 20,650 feet MSL to flight level 270 from 25 to 32 miles NW of the airbase.

Time of designation. Continuous.

Using agency. Minot AFB Approach Control

AMENDMENTS On publ. (8/10/61) 26 F. R. 7200 (Rewritten);

§ 608.55 Ohio

R-5501 Columbus, Ohio (Lockbourne AFB), Restricted Area/Military Climb Corridor.

Boundaries. The area centered on the 218° radial of the Appleton, Ohio, VORTAC extending from 5 miles SW of the Lockbourne AFB (Lat. 39°48'51" N, Long. 82°55'56" W) to 32 miles SW of the airbase, having a width of 5.1 miles at the beginning and expanding uniformly to a width of 8.6 miles at the outer extremity.

Designated altitudes:

- 2,750 feet MSL to 15,750 feet MSL from 5 miles SW of the airbase to 6 miles SW of the airbase.
- 2,750 feet MSL to flight level 248 from 6 to 7 miles SW of the airbase.
- 2,750 feet MSL to flight level 270 from 7 to 10 miles SW of the airbase.
- 6,750 feet MSL to flight level 270 from 10 to 15 miles SW of the airbase.
- 10,750 feet MSL to flight level 270 from 15 to 20 miles SW of the airbase.
- 15,750 feet MSL to flight level 270 from 20 to 25 miles SW of the airbase.
- 19,750 feet MSL to flight level 270 from 25 to 32 miles SW of the airbase.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Columbus Approach Control.

Using agency. Commander, Lockbourne AFB, Ohio.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7200 (Rewritten);

R-5502 Lacarne, Ohio.

Boundaries. Beginning at Lat. 41°50'39" N, Long. 83°08'47" W; to Lat. 41°35'41" N, Long. 82°54'24" W; to Lat. 41°31'39" N, Long. 83°01'30" W; to Lat. 41°31'40" N, Long. 83°03'00" W; to Lat. 41°37'38" N, Long. 83°11'12" W; to Lat. 41°39'30" N, Long. 83°15'15" W; to Lat. 41°45'30" N, Long. 83°19'45" W; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Using agency. Commanding Officer, Erie Ordnance Depot, Lacarne, Ohio.

Controlling agency. Federal Aviation Agency, Cleveland ARTC Center.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7200 (Rewritten); 4/5/62 27 F.R. 1115 (Changed);

PENDING AMENDMENT

R-5503 Wilmington, Ohio

Boundaries. Beginning at Lat. 39°08'20" N, Long. 83°02'00" W; to Lat. 38°48'30" N, Long. 83°02'00" W; to Lat. 38°58'30" N, Long. 84°05'00" W; to Lat. 39°12'30" N, Long. 84°05'00" W; to the point of beginning.

Designated altitudes. Surface to flight level 600.

Time of designation. 0800 to 2200 EST, Monday through Saturday.

Controlling agency. Federal Aviation Agency, Indianapolis ARTC Center.

Using agency. Aeronautical Systems Division, Wright-Patterson AFB, Ohio.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7200 (Rewritten); On publ. (3/27/62) 27 F.R. 2795 (Changed);

R-5504 Wilmington, Ohio

Boundaries. Beginning at Lat. 39°30'00" N, Long. 83°02'00" W; to Lat. 39°08'20" N, Long. 83°02'00" W; to Lat. 39°12'30" N, Long. 84°05'00" W; to Lat. 39°15'45" N, Long. 84°05'00" W; to Lat. 39°30'00" N, Long. 83°47'00" W; to the point of beginning, excluding the portion that coincides with R-5501.

Designated altitudes. 3,000 feet MSL to flight level 600.

Time of designation. 0800 to 2200 EST, Monday through Saturday.

Controlling agency. Federal Aviation Agency, Indianapolis ARTC Center.

Using agency. Aeronautical Systems Division, Wright-Patterson AFB, Ohio.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7200 (Rewritten); On publ. (3/27/62) 27 F.R. 2795 (Changed);

§ 608.56 Oklahoma

R-5601 Fort Sill, Okla.

Boundaries. Beginning at Lat. 34°46'06" N, Long. 98°17'00" W; to Lat. 34°38'15" N, Long. 98°17'00" W; to Lat. 34°38'15" N, Long. 98°45'20" W; to Lat. 34°41'58" N, Long. 98°45'20" W; to Lat. 34°41'58" N, Long. 98°39'43" W; to Lat. 34°43'30" N, Long. 98°35'39" W; to Lat. 34°43'30" N, Long. 98°21'20" W; to Lat. 34°43'45" N, Long. 98°21'00" W; to Lat. 34°46'06" N, Long. 98°21'00" W; to the point of beginning.

Designated altitudes. Surface to 65,000 feet MSL.

Time of designation. Continuous.

Using agency. Commanding General, Fort Sill, Okla.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7200 (Rewritten);

AMENDMENTS On publ. (9/2/61) 26 F. R. 8282 (Rewritten);

§ 608.57 Oregon

R-5701 Boardman, Oreg.

Boundaries. Beginning at Lat. 45°50'08" N, Long. 119°37'26" W; to Lat. 45°39'15" N, Long. 119°37'26" W; to Lat. 45°37'45" N, Long. 119°46'00" W; to Lat. 45°37'58" N, Long. 119°52'32" W; to Lat. 45°50'08" N, Long. 119°52'32" W; to the point of beginning.

Designated altitudes. Surface to flight level 450.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Seattle ARTC Center.

Using agency. Commanding Officer, NAS Whidbey Island, Wash.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7200 (Rewritten);

R-5702 Klamath Falls, Oreg. (Kingsley Field), Restricted Area/Military Climb Corridor.

Boundaries. The area centered on the 325° radial of the Klamath Falls VORTAC extending from 10 miles NW of the airport (Lat. 42°09'25" N, Long. 121°43'55" W) to 32.5 miles NW of the airport, having a width of 2.5 miles at the beginning and expanding uniformly to a width of 4.5 miles at the outer extremity.

Designated altitudes:

6,100 feet MSL to 19,100 feet MSL from 10 miles NW of the airport to 11 miles NW of the airport.

6,100 feet MSL to flight level 270 from 11 to 15 miles NW of the airport.

10,100 feet MSL to flight level 270 from 15 to 20 miles NW of the airport.

14,100 feet MSL to flight level 270 from 20 to 25 miles NW of the airport.

19,100 feet MSL to flight level 270 from 25 to 30 miles NW of the airport.

23,100 feet MSL to flight level 270 from 30 to 32.5 miles NW of the airport.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Klamath Falls Approach Control.

Using agency. Commander, 322nd Fighter Interceptor Squadron, Kingsley Field, Oreg.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7200 (Rewritten);

R-5703 Portland, Oreg. (Portland International Airport), Restricted Area/Military Climb Corridor.

Boundaries. The area centered on the back course of the Portland ILS localizer, extending from 5 miles SE of the airport (Lat. 45°35'11" N, Long. 122°35'53" W) to 32 miles SE of the airport, having a width of 2 miles at the beginning and expanding uniformly to a width of 4.6 miles at the outer extremity.

Designated altitudes:

2,000 feet MSL to 15,000 feet MSL from 5 miles SE of the airport to 6 miles SE of the airport.

2,000 feet MSL to flight level 240 from 6 to 7 miles SE of the airport.

2,000 feet MSL to flight level 270 from 7 to 10 miles SE of the airport.

6,000 feet MSL to flight level 270 from 10 to 15 miles SE of the airport.

10,000 feet MSL to flight level 270 from 15 to 20 miles SE of the airport.

15,000 feet MSL to flight level 270 from 20 to 25 miles SE of the airport.

19,000 feet MSL to flight level 270 from 25 to 32 miles SE of the airport.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Portland Approach Control.

Using agency. Commander, 406th Fighter Interceptor Squadron, Portland, Oreg.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7201 (Rewritten);

R-5704 (Add)

PENDING AMENDMENT

R-5704 Hermiston, Oreg.

Boundaries. Beginning at latitude 45°52'00" N., longitude 119°31'30" W.; to latitude 45°52'00" N., longitude 119°30'00" W.; to latitude 45°50'00" N., longitude 119°30'00" W.; to latitude 45°50'00" N., longitude 119°31'30" W.; to the point of beginning.

Designated altitudes. Surface to 5,000 feet MSL.

Time of designation. 0800 to 2000 Pst, Monday through Friday.

Using agency. Commanding Officer, Umatilla Ordnance Depot, Hermiston, Oreg.

7/26/62 27 F.R. 4474 (Added);

§ 608.58 Pennsylvania

R-5801 Chambersburg, Pa.

Boundaries. A circular area with a 3,000-foot radius centered at Lat. 39°59'44" N, Long. 77°43'55" W.

Designated altitudes. Surface to 4,000 feet MSL.

Time of designation. 0800 to 1600 EST, Monday through Friday.

Using agency. Commanding Officer, Letterkenny Ordnance Depot, Chambersburg, Pa.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7201 (Rewritten);

AMENDMENTS 10/19/61 26 F. R. 7961 (Rewritten);

R-5802 Indiantown Gap, Pa.

Boundaries. Beginning at Lat. 40°28'45" N, Long. 76°35'30" W; to Lat. 40°26'05" N, Long. 76°35'30" W; to Lat. 40°24'55" N, Long. 76°36'55" W; to Lat. 40°23'45" N, Long. 76°43'11" W; to Lat. 40°24'20" N, Long. 76°44'40" W; to Lat. 40°28'45" N, Long. 76°37'40" W; to the point of beginning.

Designated altitudes. Surface to 18,000 feet MSL.

Time of designation. Continuous, June 1 through August 31; 0800 to 1800 EST, Saturday and Sunday March 1 through May 31 and 0800 to 1800 EST, Saturday and Sunday September 1 through November 30.

Controlling agency. Federal Aviation Agency, New York ARTC Center.

Using agency. Commanding General, Second United States Army, Fort Meade, Md.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7201 (Rewritten);

R-5803 Chambersburg, Pa.

Boundaries. A circular area with a 2,400-foot radius centered at Lat. 40°02'29" N, Long. 77°44'20" W.

Designated altitudes. Surface to 4,000 feet MSL.

Time of designation. 0800 to 1600 EST, Monday through Friday.

Using agency. Commanding Officer, Letterkenny Ordnance Depot, Chambersburg, Pa.

AMENDMENTS 10/19/61 26 F. R. 7961 (Added);

§ 608.59 Rhode Island

§ 608.60 South Carolina

TEMPORARY RESTRICTED AREA SWIFT STRIKE II. (effective August 8, 1962 thru August 18, 1962)

Boundaries. Beginning at latitude 34°42'30" N., longitude 79°52'40" W.; thence via the Pee Dee River to latitude 34°17'50" N., longitude 79°37'05" W.; to latitude 34°15'10" N., longitude 79°41'00" W.; thence counterclockwise around the Florence, S. C., control zone (§ 601.2142) to latitude 34°08'25" N., longitude 79°39'45" W.; to latitude 34°06'00" N., longitude 79°32'00" W.; thence via the Pee Dee River to latitude 33°54'05" N., longitude 79°26'00" W.; thence via United States Highway No. 378 to latitude 33°55'00" N., longitude 79°44'50" W.; thence via United States Highway No. 52 to latitude 33°39'28" N., longitude 79°52'25" W.; thence via South Carolina State Highway No. 261 to latitude 33°44'20" N., longitude 80°27'40" W.; thence via the Atlantic Coast Line Railroad to latitude 33°45'00" N., longitude 80°27'20" W.; to latitude 33°45'00" N., longitude 80°25'00" W.; to latitude 33°54'45" N., longitude 80°25'00" W.; thence counterclockwise around the Sumter, S. C. (Shaw AFB) control zone (§ 601.1984) to latitude 34°00'00" N., longitude 80°33'00" W.; to latitude 34°00'00" N., longitude 80°42'00" W.; thence via United States Highway No. 601 to latitude 34°13'18" N., longitude 80°41'00" W.; thence via United States Highway No. 1 to point of beginning, excluding the airspace within a 3-mile radius centered on the following civil airports:

- a. Brown, S. C.
- b. Sumter, S. C.
- c. Huggins, S. C.
- d. Moore, S. C.
- e. Darlington County, S. C.
- f. Bishopville, S. C.
- g. Hartsville, S. C.

Designated altitude. Surface to 2,500 feet MSL.

Time of designation. Sunrise to sunset, August 8 through August 18, 1962.

Controlling agency. Federal Aviation Agency, Jacksonville ARTC Center.

Using agency. CINCAFSTRIKE, Shaw AFB, S. C.

27 F.R. 6011

R-6001 Fort Jackson, S. C.

Boundaries. Beginning at Lat. 34°03'51" N, Long. 80°42'12" W; to Lat. 34°01'40" N, Long. 80°42'15" W; to Lat. 34°01'50" N, Long. 80°55'15" W; to Lat. 34°02'21" N, Long. 80°56'02" W; to Lat. 34°04'45" N, Long. 80°53'02" W; to Lat. 34°06'19" N, Long. 80°48'47" W; to Lat. 34°05'58" N, Long. 80°46'05" W; to the point of beginning.

Designated altitudes. Surface to 24,000 feet MSL.

Time of designation. Continuous.

Using agency. Commanding General, Fort Jackson, S. C.

AMENDMENTS On publ (8/10/61) 26 F. R. 7201 (Rewritten);

R-6002 Poinsett-Sumter, S. C.

Boundaries. Beginning at Lat. 33°52'30" N, Long. 80°26'00" W; to Lat. 33°45'50" N, Long. 80°25'00" W; to Lat. 33°44'15" N, Long. 80°33'15" W; to Lat. 33°48'00" N, Long. 80°34'00" W; to Lat. 33°52'30" N, Long. 80°30'00" W; to the point of beginning.

Designated altitudes. Surface to 16,000 feet MSL.

Time of designation. Sunrise to sunset, when ceilings of at least 3,000 feet and visibility of at least 3 miles exist.

Controlling agency. Federal Aviation Agency, Jacksonville ARTC Center.

Using agency. Commander, Shaw AFB, S. C.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7201 (Rewritten);

AMENDMENTS On publ. (9/19/61) 26 F. R. 8807 (Rewritten);

RULES AND REGULATIONS

R-6003 Charleston, S. C. (Charleston AFB/Municipal Airport), Restricted Area/Military Climb Corridor.

Boundaries. The area centered on the 147° radial of the Charleston VORTAC extending from 10 miles SE of the VORTAC to 35 miles SE of the VORTAC, having a width of 2.5 miles at the beginning and expanding uniformly to a width of 5.5 miles at the outer extremity, excluding the portion which lies outside of the continental United States.

Designated altitudes:

2,000 feet MSL to 15,000 feet MSL from 10 miles SE of the VORTAC to 11 miles SE of the VORTAC.

2,000 feet MSL to flight level 240 from 11 to 12 miles SE of the VORTAC.

2,000 feet MSL to flight level 270 from 12 to 15 miles SE of the VORTAC.

6,000 feet MSL to flight level 270 from 15 to 20 miles SE of the VORTAC.

10,000 feet MSL to flight level 270 from 20 miles SE of the VORTAC to the continental limits of the United States.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Charleston Approach Control

Using agency. Commander, Charleston AFB, S. C

AMENDMENTS On publ. (8/10/61) 26 F. R. 7201 (Rewritten);

§ 608.61 South Dakota

R-6101 Igloo, S. Dak.

Boundaries. Beginning at Lat. 43°12'57" N, Long. 103°58'00" W; to Lat. 43°12'57" N, Long. 103°52'45" W; to Lat. 43°09'11" N, Long. 103°52'45" W; to Lat. 43°09'11" N, Long. 103°53'10" W; to Lat. 43°08'08" N, Long. 103°53'10" W; to Lat. 43°08'08" N, Long. 103°58'00" W; to the point of beginning.

Designated altitudes. Surface to 6,000 feet MSL.

Time of designation. 0700 to 1900 MST, Monday through Friday.

Using agency. Commanding Officer, Black Hills Ordnance Depot, Igloo, S. Dak

AMENDMENTS On publ. (8/10/61) 26 F. R. 7201 (Rewritten);

R-6102 Scenic, S. Dak.

Boundaries. Beginning at latitude 43°41'00" N., longitude 102°01'00" W., to latitude 43°30'00" N., longitude 102°01'00" W.; to latitude 43°30'00" N., longitude 102°50'00" W.; to latitude 43°41'00" N., longitude 102°50'00" W.; to the point of beginning.

Designated altitudes. Surface to flight level 500.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Denver ARTC Center

Using agency. Commander, Ellsworth AFB, S. Dak.

AMENDMENTS On publ. (8/10/61) 26 F.R. 7201 (Rewritten);

AMENDMENTS On publ. (9/7/61) 26 F.R. 8415 (Rewritten);

§ 608.62 Tennessee

§ 608.63 Texas

R-6301 Corpus Christi, Tex.

Boundaries. Beginning at latitude 27°46'00" N., longitude 97°02'25" W.; thence three nautical miles from and parallel to the shoreline to latitude 26°42'30" N., longitude 97°16'00" W.; to latitude 26°37'45" N., longitude 97°34'00" W.; to latitude 27°17'30" N., longitude 97°48'30" W.; to latitude 27°16'30" N., longitude 97°51'15" W.; to latitude 27°29'00" N., longitude 97°55'15" W.; to latitude 27°30'00" N., longitude 97°52'00" W.; counterclockwise along the arc of a two-mile radius circle centered at latitude 27°31'30" N., longitude 97°52'45" W.; to latitude 27°32'40" N., longitude 97°51'00" W.; to latitude 27°33'12" N., longitude 97°51'40" W.; to latitude 27°42'18" N., longitude 97°33'30" W.; counterclockwise along the arc of a three-mile radius circle centered at latitude 27°43'15" N., longitude 97°30'30" W.; to latitude 27°40'30" N., longitude 97°29'40" W.; to latitude 27°47'00" N., longitude 97°20'00" W.; to latitude 27°47'25" N., longitude 97°19'00" W.; to point of beginning.

Designated altitudes. Surface to flight level 450

Time of designation. Continuous

Using agency. Chief of Naval Air Advanced Training, NAS Corpus Christi, Texas.

AMENDMENTS On publ. (8/10/61) 26 F.R. 7201 (Rewritten);

AMENDMENTS On publ. (10/17/61) 26 F.R. 9747 (Rewritten);

R-6302 Fort Hood, Tex.

Boundaries. Beginning at Lat. 31°06'07" N, Long. 97°32'45" W; to Lat. 31°09'00" N, Long. 97°41'15" W; to Lat. 31°09'45" N, Long. 97°41'15" W; to Lat. 31°09'45" N, Long. 97°43'15" W; to Lat. 31°08'45" N; Long. 97°43'30" W; to Lat. 31°08'45" N, Long. 97°47'15" W; to Lat. 31°15'00" N, Long. 97°50'45" W; to Lat. 31°19'15" N, Long. 97°50'45" W; to Lat. 31°23'25" N, Long. 97°47'40" W; to Lat. 31°22'30" N, Long. 97°42'45" W; to Lat. 31°12'45" N, Long. 97°30'45" W; to the point of beginning.

Designated altitudes. Surface to flight level 330.

Time of designation. Continuous.

Using agency. Commanding General, Fort Hood, Tex.

AMENDMENTS On publ. (8/10/61) 26 F.R. 7201 (Rewritten);

R-6303 Matagorda Island, Tex.

Boundaries. Beginning at Lat. 28°15'20" N, Long. 96°26'50" W; to Lat. 28°18'55" N, Long. 96°27'45" W; to Lat. 28°20'55" N, Long. 96°29'15" W; to Lat. 28°12'00" N, Long. 96°46'00" W; to Lat. 28°07'00" N, Long. 96°42'00" W; thence 3 nautical miles from and parallel to the shoreline to the point of beginning. Designated altitudes. Surface to flight level 600. Time of designation. Sunrise to sunset. Using agency. Commander, Second Air Force, Barksdale AFB, La.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7201 (Rewritten);

R-6304 Reese AFB, Tex.

Boundaries. Beginning at Lat. 33°49'50" N, Long. 102°25'15" W; to Lat. 33°53'25" N, Long. 103°02'45" W; to Lat. 34°01'15" N, Long. 103°02'45" W; counterclockwise along the arc of a 30-mile radius circle centered at Lat. 34°23'01" N, Long. 103°18'58" W to Lat. 34°23'20" N, Long. 102°47'45" W; to Lat. 34°00'45" N, Long. 102°04'50" W; counterclockwise along the arc of a 25-mile radius circle centered at Lat. 33°39'05" N to Long. 102°02'05" W to the point of beginning. Designated altitudes. From 12,000 feet MSL to flight level 260. Time of designation. Continuous. Controlling agency. Federal Aviation Agency, El Paso ARTC Center. Using agency. Commander, Reese AFB, Tex.

AMENDMENTS On publ. (8/10/61) 26 F.R. 7201 (Rewritten);

PENDING AMENDMENT

R-6304 Reese AFB, Tex., is revoked. 7/26/62 27 F.R. 5982 (Revoked);

R-6305 Reese AFB, Tex.

Boundaries. Beginning at Lat. 33°38'50" N, Long. 102°00'45" W; to Lat. 33°01'00" N, Long. 102°06'50" W; to Lat. 32°55'35" N, Long. 102°34'00" W; to Lat. 32°57'00" N, Long. 102°50'00" W; to Lat. 33°00'00" N, Long. 103°34'30" W; to Lat. 33°05'30" N, Long. 103°48'00" W; to Lat. 33°23'00" N, Long. 103°48'00" W; to Lat. 33°24'10" N, Long. 103°41'30" W; to Lat. 33°46'30" N, Long. 103°22'00" W; to the point of beginning. Designated altitudes. From 12,000 feet MSL to flight level 260. Time of designation. Continuous. Controlling agency. Federal Aviation Agency, El Paso ARTC Center. Using Agency. Commander, Reese AFB, Tex. AMENDMENTS On publ. (8/10/61) 26 F.R. 7202 (Rewritten);

PENDING AMENDMENT

R-6305 Reese AFB, Tex., is revoked. 7/26/62 27 F.R. 5982 (Revoked);

R-6306 Webb AFB, Tex.

Boundaries. Beginning at Lat. 31°30'00" N, Long. 101°00'00" W; to Lat. 31°09'30" N, Long. 101°00'00" W; to Lat. 30°52'30" N, Long. 101°30'00" W; to Lat. 31°01'25" N, Long. 102°54'30" W; to Lat. 31°24'00" N, Long. 103°01'00" W; to Lat. 31°34'15" N, Long. 102°39'00" W; to Lat. 31°31'30" N, Long. 102°11'45" W; to Lat. 31°46'20" N, Long. 101°44'45" W; to the point of beginning. Designated altitudes. From 10,000 feet MSL to flight level 260. Time of designation. Continuous. Controlling agency. Federal Aviation Agency, El Paso ARTC Center. Using agency. Commander, Webb AFB, Tex.

AMENDMENTS On publ. (8/10/61) 26 F.R. 7202 (Rewritten);

PENDING AMENDMENT

R-6306 Webb AFB, Tex., is revoked. 7/26/62 27 F.R. 5982 (Revoked);

R-6307 Webb AFB, Tex.

Boundaries. Beginning at Lat. 32°16'10" N, Long. 102°24'30" W; to Lat. 32°20'25" N, Long. 102°13'30" W; to Lat. 32°51'50" N, Long. 102°08'15" W; to Lat. 32°44'45" N, Long. 102°46'15" W; to Lat. 32°36'15" N, Long. 102°46'15" W; to the point of beginning. Designated altitudes. From 12,000 feet MSL to flight level 260. Time of designation. Continuous. Controlling agency. Federal Aviation Agency, El Paso ARTC Center. Using agency. Commander, Webb AFB, Tex.

AMENDMENTS On publ. (8/10/61) 26 F.R. 7202 (Rewritten);

PENDING AMENDMENT

R-6307 Webb AFB, Tex., is revoked. 7/26/62 27 F.R. 5982 (Revoked);

R-6308 Webb AFB, Tex.

Boundaries. Beginning at Lat. 32°31'15" N, Long. 100°28'00" W; to Lat. 32°28'40" N, Long. 101°12'40" W; counterclockwise along the arc of a circle with a 15-nautical mile radius centered on the Big Spring, Tex., VOR to Lat. 32°31'30" N, Long. 101°43'45" W; to Lat. 32°37'40" N, Long. 102°00'30" W; to Lat. 33°27'00" N, Long. 101°52'15" W; to Lat. 33°26'30" N, Long. 101°39'00" W; to Lat. 33°32'40" N, Long. 101°21'30" W; to Lat. 33°26'00" N, Long. 100°42'10" W; to Lat. 33°08'00" N, Long. 100°28'00" W; to the point of beginning.

Designated altitudes. From 12,000 feet MSL to flight level 260.

Time of designation. Continuous

Controlling agency. Federal Aviation Agency, El Paso ARTC Center.

Using agency. Commander, Webb AFB, Tex.

AMENDMENTS On publ (8/10/61) 26 F.R. 7202 (Rewritten);

PENDING AMENDMENT

R-6308 Webb AFB, Tex. is revoked 7/26/62 27 F.R. 5982 (Revoked);

R-6309 Big Spring, Tex. (Webb AFB), Restricted Area/Military Climb Corridor.

Boundaries. The area centered on the 151° radial of the Webb AFB TACAN extending from 14.5 miles SE of the TACAN to 41.5 miles SE of the TACAN, having a width of 3 miles at the beginning and expanding uniformly to a width of 6 miles at the outer extremity

Designated altitudes.

4,600 feet MSL to 15,600 feet MSL from 14.5 miles SE of the TACAN to 15.5 miles SE of the TACAN.

4,600 feet MSL to flight level 246 from 15.5 to 16.5 miles SE of the TACAN.

4,600 feet MSL to flight level 270 from 16.5 to 19.5 miles SE of the TACAN.

8,600 feet MSL to flight level 270 from 19.5 to 24.5 miles SE of the TACAN.

12,600 feet MSL to flight level 270 from 24.5 to 29.5 miles SE of the TACAN.

17,600 feet MSL to flight level 270 from 29.5 to 34.5 miles SE of the TACAN.

21,600 feet MSL to flight level 270 from 34.5 to 41.5 miles SE of the TACAN.

Time of designation. Continuous.

Using agency. Webb AFB Approach Control.

AMENDMENTS On publ (8/10/61) 26 F. R. 7202 (Rewritten);

R-6310 Houston, Tex. (Ellington AFB), Restricted Area/Military Climb Corridor.

Boundaries. The area centered on the 223° radial of the Ellington AFB TACAN extending 8 miles SW of the TACAN to 35 miles SW of the TACAN, having a width of 2.5 miles at the beginning and expanding uniformly to a width of 5 miles at the outer extremity.

Designated altitudes.

2,000 feet MSL to 15,000 feet MSL from 8 miles SW of the TACAN to 9 miles SW of the TACAN.

2,000 feet MSL to flight level 240 from 9 to 10 miles SW of the TACAN.

2,000 feet MSL to flight level 270 from 10 to 13 miles SW of the TACAN.

6,000 feet MSL to flight level 270 from 13 to 18 miles SW of the TACAN.

10,000 feet MSL to flight level 270 from 18 to 23 miles SW of the TACAN.

15,000 feet MSL to flight level 270 from 23 to 28 miles SW of the TACAN.

19,000 feet MSL to flight level 270 from 28 to 35 miles SW of the TACAN.

Time of designation. Continuous

Controlling agency. Federal Aviation Agency. Houston Approach Control.

Using agency. Commander, Ellington AFB, Tex.

AMENDMENTS On publ (8/10/61) 26 F.R. 7202 (Rewritten);

§ 608.64 Utah

R-6401 Deseret, Utah.

Boundaries. Beginning at Lat. 40°16'27" N, Long. 112°18'43" W; to Lat. 40°15'42" N, 112°18'43" W; to Lat. 40°15'42" N, Long. 112°21'01" W; to Lat. 40°16'27" N, Long. 112°21'01" W; to the point of beginning.

Designated altitudes. Surface to 10,000 feet MSL.

Time of designation. Continuous.

Using agency. Commanding Officer, Tooele Ordnance Depot, Tooele, Utah.

AMENDMENTS On publ (8/10/61) 26 F.R. 7202 (Rewritten);

R-6402 Dugway Proving Ground, Tooele, Utah.

Boundaries. Beginning at Lat. 40°25'00" N. Long. 112°53'00" W; to Lat. 40°15'00" N, Long. 112°53'00" W; to Lat. 40°15'00" N, Long. 112°46'20" W; to Lat. 40°08'00" N, Long. 112°46'20" W; to Lat. 40°08'00" N, Long. 112°43'00" W; to Lat. 40°03'00" N, Long. 112°43'00" W; to Lat. 40°03'00" N, Long. 112°45'20" W; to Lat. 40°01'00" N, Long. 112°45'20" W; to Lat. 40°01'00" N, Long. 112°46'30" W; to Lat. 40°02'00" N, Long. 112°46'30" W; to Lat. 40°02'00" N, Long. 113°14'00" W; to Lat. 40°04'15" N, Long. 113°14'00" W; to Lat. 40°04'15" N, Long. 113°20'30" W; to Lat. 40°15'00" N, Long. 113°20'30" W; to Lat. 40°15'00" N, Long. 113°14'00" W; to Lat. 40°20'20" N, Long. 113°14'00" W; to Lat. 40°20'20" N, Long. 113°07'00" W; to Lat. 40°25'00" N, Long. 113°07'00" W; to the point of beginning.

Designated altitudes. Surface to 40,000 feet MSL.

Time of designation. Continuous.

Using agency. Commanding Officer, Dugway Proving Ground, Tooele, Utah.

AMENDMENTS On publ. (8/10/61) 26 F.R. 7202 (Rewritten);

AMENDMENTS F.R. error corrected - 26 F.R. 8377;

R-6403 Tooele, Utah

Boundaries. Beginning at latitude 40°30'44" N, longitude 112°27'30" W.; to latitude 40°29'32" N., longitude 112°27'30" W.; to latitude 40°29'32" N., longitude 112°29'15" W.; to the point of beginning.

Designated altitude. Surface to 9,000 feet MSL.

Time of designation. 0800 to 2000 P.s.t.

Using agency. Commanding Officer, Tooele Ordnance Depot, Tooele, Utah.

AMENDMENTS On publ. (8/10/61) 26 F.R. 7202 (Rewritten); 3/8/62 26 F.R. 12684 (Rewritten);

PENDING AMENDMENT

R-6404 Wendover, Utah.

Boundaries. Beginning at Lat. 41°10'40" N, Long. 112°45'00" W; to Lat. 41°00'00" N, Long. 112°45'00" W; to Lat. 41°00'00" N, Long. 112°56'30" W; to Lat. 40°51'30" N, Long. 112°56'30" W; to Lat. 40°48'30" N, Long. 113°40'00" W; to Lat. 41°15'00" N, Long. 113°43'50" W; to the point of beginning.

Designated altitudes. Surface to flight level 600.

Time of designation. Sunrise to sunset.

Using agency. Commander, Ogden Air Materiel Area, Ogden., Utah.

AMENDMENTS On publ. (8/10/61) 26 F.R. 7202 (Rewritten);

R-6405 Wendover, Utah.

Boundaries. Beginning at Lat. 39°55'00" N. Long. 112°40'00" W; to Lat. 39°45'00" N, Long. 112°40'00" W; to Lat. 39°45'00" N, Long. 112°48'00" W; to Lat. 39°19'00" N, Long. 112°48'00" W; to Lat. 39°18'20" N, Long. 113°01'30" W; to Lat. 39°14'30" N, Long. 113°22'30" W; to Lat. 39°20'40" N, Long. 113°37'30" W; to Lat. 39°17'00" N, Long. 113°48'00" W; to Lat. 39°55'00" N, Long. 113°48'00" W; to the point of beginning.

Designated altitudes. Surface to flight level 600.

Time of designation. Sunrise to sunset.

Using agency. Commander, Hill AFB, Utah.

AMENDMENTS On publ. (8/10/61) 26 F.R. 7202 (Rewritten);

R-6406 Wendover, Utah.

Boundaries. Beginning at Lat. 40°40'30" N, Long. 113°00'00" W; to Lat. 40°25'00" N, Long. 113°00'00" W; to Lat. 40°25'00" N, Long. 112°53'00" W; to Lat. 40°20'00" N, Long. 112°53'00" W; to Lat. 40°20'00" N, Long. 112°40'00" W; to Lat. 39°55'00" N, Long. 112°40'00" W; to Lat. 39°55'00" N, Long. 113°48'00" W; to Lat. 40°00'00" N, Long. 113°48'00" W; to Lat. 40°00'00" N, Long. 114°00'00" W; to Lat. 40°20'00" N, Long. 114°00'00" W; to Lat. 40°20'00" N, Long. 114°08'00" W; to Lat. 40°26'00" N, Long. 114°08'00" W; to Lat. 40°38'30" N, Long. 114°00'00" W; to the point of beginning.

Designated altitudes. Surface to flight level 600.

Time of designation. Continuous.

Using agency. Commander, Hill AFB, Utah.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7202 (Rewritten);

R-6407 Wendover, Utah.

Boundaries. Beginning at Lat. 40°36'30" N, Long. 114°14'00" W; to Lat. 40°38'00" N, Long. 114°07'40" W; to Lat. 40°38'00" N, Long. 114°00'00" W; to Lat. 40°26'00" N, Long. 114°00'00" W; to Lat. 40°26'00" N, Long. 114°08'00" W; to Lat. 40°20'00" N, Long. 114°08'00" W; to Lat. 40°20'00" N, Long. 114°18'00" W; to the point of beginning.

Designated altitudes. 15,000 feet MSL to flight level 350.

Time of designation. Sunrise to sunset, Monday through Saturday.

Using agency. Commander, Ogden Air Materiel Area, Ogden, Utah.

AMENDMENTS On publ. (8/10/61) 26 F.R. 7202 (Rewritten);

§ 608.65 Vermont

R-6501 Underhill, Vt.

Boundaries. Beginning at Lat. 44°30'15" N, Long. 72°51'30" W; to Lat. 44°27'00" N, Long. 72°50'00" W; to Lat. 44°27'30" N, Long. 72°53'15" W; to Lat. 44°28'30" N, Long. 72°56'50" W; to Lat. 44°30'00" N, Long. 72°56'30" W; to the point of beginning.

Designated altitudes. Surface to 4,000 feet MSL.

Time of designation. Continuous, June 1 through July 31; 0700 to 0100, e.s.t., August 1 through May 31

Using agency. Adjutant General, State of Vermont, Montpelier, Vt.

AMENDMENTS On publ. (8/10/61) 26 F. R. 7202 (Rewritten);

AMENDMENTS On publ. (9/15/61) 26 F.R. 8632 (Changed);

§ 608.66 Virginia

R-6601 Camp Hill, Va.

Boundaries. Beginning at latitude 38°07'47" N.; longitude 77°13'25" W.; to latitude 38°06'50" N., longitude 77°10'34" W.; to latitude 38°05'30" N., longitude 77°09'06" W.; to latitude 38°03'15" N., longitude 77°09'20" W.; to latitude 38°02'15" N., longitude 77°11'15" W.; to latitude 38°01'17" N., longitude 77°16'45" W.; to latitude 38°05'13" N., longitude 77°17'15" W.; to point of beginning.

Designated altitudes. Surface to 5,000 feet MSL.

Time of designation. 0700 to 2300 e.s.t., June 1 through September 8 annually.

Controlling agency. Federal Aviation Agency, Washington ARTC Center.

Using agency. Commanding General, Second United States Army, Fort Meade, Md.

AMENDMENTS On publ. (8/10/61) 26 F.R. 7203 (Rewritten); 5/31/62 27 F.R. 4150 (Rewritten);

R-6602 Camp Pickett, Va.

Boundaries. Beginning at latitude 37°05'37" N., longitude 77°51'54" W.; to latitude 37°04'25" N., longitude 77°51'45" W.; along State Highway No. 40 to latitude 37°03'55" N., longitude 77°51'05" W.; to latitude 37°00'56" N., longitude 77°50'55" W.; to latitude 36°57'54" N., longitude 77°53'19" W.; to latitude 36°58'12" N., longitude 77°57'42" W.; to latitude 37°01'50" N., longitude 77°58'40" W.; to latitude 37°01'50" N., longitude 77°55'58" W.; to latitude 37°05'37" N., longitude 77°56'00" W.; to the point of beginning.

Designated altitudes. Surface to 22,000 feet MSL.

Time of designation. Continuous from June 1 through September 8; 0600 e.s.t. Saturday to 2200 e.s.t. Sunday from September 9 through May 31; other times as published by NOTAMS at least 48 hours in advance.

Controlling agency. Federal Aviation Agency, Washington ARTC Center.

Using agency. Commanding General, Second United States Army, Fort Meade, Md.

AMENDMENTS On publ. (8/10/61) 26 F.R. 7203 (Rewritten); 5/31/62 27 F.R. 4151 (Rewritten);

R-6603 Chesapeake Bay, Va.

Boundaries. Beginning at latitude 37°43'33" N., longitude 76°00'45" W.; to latitude 37°33'00" N., longitude 76°03'55" W.; to latitude 37°33'00" N., longitude 76°08'34" W.; to latitude 37°45'00" N., longitude 76°09'48" W.; to latitude 37°45'00" N., longitude 76°08'51" W.; counterclockwise along the arc of a circle with a radius of 5 nautical miles centered at latitude 37°47'54" N., longitude 76°03'48" W.; to the point of beginning.

Designated altitudes. Surface to 15,000 feet MSL.

Time of designation. 0800 to 1700 local time, Monday through Friday.

Using agency. Coordinator, Virginia Capes Operating Area, Naval Base, Norfolk, Va.

AMENDMENTS On publ. (8/10/61) 26 F.R. 7203 (Rewritten); On publ. (6/8/62) 27 F.R. 5426 (Rewritten);

R-6604 Chincoteague Inlet, Va.

Boundaries. Beginning at Lat. 37°56'45" N. Long. 75°27'30" W; to Lat. 37°51'30" N, Long. 75°17'15" W; thence 3 nautical miles from and parallel to the shoreline to Lat. 37°38'45" N, Long. 75°31'20" W; to Lat. 37°50'24" N, Long. 75°31'20" W; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Using agency. Chief, Wallops Station, National Aeronautics and Space Administration, Wallops Island, Va.

AMENDMENTS On publ. (8/10/61) 26 F.R. 7203 (Rewritten);

R-6606 Pendleton, Va.

Boundaries. Beginning at Lat. 36°50'41" N, Long. 75°54'40" W; thence 3 nautical miles from and parallel to the shoreline to Lat. 36°34'33" N, Long. 75°48'40" W; to Lat. 36°45'03" N, Long. 75°56'12" W; to Lat. 36°44'45" N, Long. 75°57'05" W; to Lat. 36°44'39" N, Long. 75°58'00" W; to Lat. 36°47'00" N, Long. 75°58'45" W; to Lat. 36°47'18" N, Long. 75°56'54" W; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. 0800 to 1700 EST. Monday through Friday.

Using agency. Commanding Officer, U. S. Fleet Air Defense Training Center, Dam Neck, Va.

AMENDMENTS On publ. (8/10/61) 26 F.R. 7203 (Rewritten);

R-6607 Potomac River, Va.

Boundaries. Beginning at Lat. 38°07'00" N, Long. 76°24'30" W; to Lat. 37°53'10" N, Long. 76°14'00" W; thence along the S shore of the Potomac River to Lat. 37°59'20" N; Long. 76°26'30" W; to Lat. 38°05'40" N, Long. 76°33'32" W; to Lat. 38°07'25" N, Long. 76°30'45" W; to Lat. 38°07'00" N, Long. 76°28'30" W; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Using agency. Commanding Officer, Naval Air Test Center, Patuxent River, Md.

AMENDMENTS On publ. (8/10/61) 26 F.R. 7203 (Rewritten);

R-6608 Quantico, Va.

Boundaries. Beginning at Lat. 38°33'00" N, Long. 77°20'00" W; to Lat. 38°29'00" N, Long. 77°28'45" W; to Lat. 38°31'20" N, Long. 77°34'07" W; to Lat. 38°37'00" N, Long. 77°34'07" W; to Lat. 38°38'47" N, Long. 77°30'00" W; to Lat. 38°38'00" N, Long. 77°26'15" W; to Lat. 38°34'00" N, Long. 77°24'00" W; to the point of beginning.

Designated altitudes. Surface to 15,000 feet MSL.

Time of designation. Continuous.

Using agency. Commander, Marine Corps Air Station, Quantico, Va.

AMENDMENTS On publ. (8/10/61) 26 F.R. 7203 (Rewritten);

R-6609 Tangier Island, Va.

Boundaries. A circular area with a 5-nautical mile radius centered at Lat. 37°47'54" N, Long. 76°03'48" W.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Using agency. Commander, Fleet Air Norfolk, NAS Norfolk, Va.

AMENDMENTS On publ. (8/10/61) 26 F.R. 7203 (Rewritten);

R-6610 Hampton Roads, Va. (Langley AFB), Restricted Area/Military Climb Corridor.

Boundaries. The area based on the 011° radial of the Langley AFB VOR extending from 5 miles N of the airbase (Lat. 37°05'05" N, Long. 76°21'40" W) to 32 miles N of the airbase, having a width of 1 mile W and 2 miles E of the 011° radial at the beginning. The W boundary expands uniformly to a width of 2.3 miles W of the 011° radial at the outer extremity. The E boundary decreases to a width of 1.5 miles 10 miles from the point of beginning, then expands to a width of 2.3 miles E of the 011° radial at the outer extremity.

Designated altitudes.

2,000 feet MSL to 15,000 feet MSL from 5 miles N of the airbase to 6 miles N of the airbase.

2,000 feet MSL to flight level 240 from 6 to 7 miles N of the airbase.

2,000 feet MSL to flight level 270 from 7 to 10 miles N of the airbase.

6,000 feet MSL to flight level 270 from 10 to 15 miles N of the airbase.

10,000 feet MSL to flight level 270 from 15 to 20 miles N of the airbase.

15,000 feet MSL to flight level 270 from 20 to 25 miles N of the airbase.

19,000 feet MSL to flight level 270 from 25 to 32 miles N of the airbase.

Time of designation. Continuous.

Using agency. Langley AFB Approach Control.

AMENDMENTS On publ. (8/10/61) 26 F.R. 7203 (Rewritten);

R-6611 Dahlgren Complex, Va.

Boundaries. Beginning at Lat. 38°21'30" N, Long. 77°01'15" W; to Lat. 38°17'30" N, Long. 76°56'00" W; to Lat. 38°15'45" N, Long. 76°52'00" W; to Lat. 38°13'00" N, Long. 76°54'35" W; to Lat. 38°19'15" N, Long. 77°02'00" W; to the point of beginning.

Designated altitudes. Surface to flight level 400.

Time of designation. 0800 to 1700 EST, Monday through Friday.

Controlling agency. Federal Aviation Agency, Washington ARTC Center.

Using agency. Commander, Naval Proving Grounds, Dahlgren, Va.

AMENDMENTS On publ. (8/10/61) 26 F.R. 7203 (Rewritten);

R-6612 Dahlgren Complex, Va.

Boundaries. Two overlapping circular areas with 7,000-foot radii centered at Lat. 38°17'59" N, Long. 77°02'15" W, and Lat. 38°18'23" N, Long. 77°02'57" W.

Designated altitudes. Surface to 7,000 feet MSL.

Time of designation. 0800 to 1700 EST, Monday through Friday.

Controlling agency. Federal Aviation Agency, Washington ARTC Center.

Using agency. Commander, Naval Proving Grounds, Dahlgren, Va.

AMENDMENTS On publ. (8/10/61) 26 F.R. 7203 (Rewritten);

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R-6613 Dahlgren Complex, Va.

Boundaries. Beginning at Lat. 38°15'45" N, Long. 76°52'00" W; to Lat. 38°13'30" N, Long. 76°46'35" W; to Lat. 38°10'00" N, Long. 76°50'00" W; to Lat. 38°13'00" N, Long. 76°54'35" W; to the point of beginning.
 Designated altitudes. Surface to flight level 400.
 Time of designation. 0800 to 1700 EST, Monday through Friday.
 Controlling agency. Federal Aviation Agency, Washington ARTC Center.
 Using agency. Commander, Naval Proving Grounds, Dahlgren, Va.

AMENDMENTS On publ (8/10/61) 26 F.R. 7203 (Rewritten);

§ 608.67 Washington

R-6701 Admiralty Inlet, Wash.

Boundaries. Beginning at Lat. 48°10'00" N, Long. 122°34'48" W; to Lat. 48°05'45" N, Long. 122°31'30" W; to Lat. 48°06'06" N; Long. 122°41'12" W; to Lat. 48°10'00" N, Long. 122°40'56" W; to the point of beginning.
 Designated altitudes. Surface to 10,000 feet MSL.
 Time of designation. Sunrise to sunset.
 Controlling agency. Federal Aviation Agency, Seattle ARTC Center.
 Using agency. Commanding Officer, NAS Whidbey Island, Wash.

AMENDMENTS On publ. (8/10/61) 26 F.R. 7203 (Rewritten);

R-6703 Fort Lewis, Wash.

Boundaries. Beginning at latitude 47°03'10" N., longitude 122°31'25" W.; to latitude 47°02'30" N., longitude 122°31'40" W.; to latitude 47°02'30" N., longitude 122°31'00" W.; to latitude 47°00'40" N., longitude 122°31'25" W.; to latitude 47°00'40" N., longitude 122°32'55" W.; to latitude 46°58'05" N., longitude 122°34'00" W.; to latitude 46°58'05" N., longitude 122°37'50" W.; to latitude 47°04'25" N., longitude 122°35'15" W.; to the point of beginning.
 Designated altitudes. Surface to 5,000 feet MSL.
 Time of designation. Continuous.
 Controlling agency. Federal Aviation Agency, McChord Approach Control.
 Using agency. Commanding General, Fort Lewis, Wash.

AMENDMENTS On publ. (8/10/61) 26 F.R. 7203 (Rewritten); 5/3/62 27 F.R. 2452 (Rewritten);

R-6704 Fort Lewis, Wash.

Boundaries. Beginning at latitude 47°04'25" N., longitude 122°35'15" W.; to latitude 46°58'05" N., longitude 122°37'50" W.; to latitude 46°54'35" N., longitude 122°41'25" W.; to latitude 46°54'05" N., longitude 122°45'00" W.; to latitude 46°57'12" N., longitude 122°46'50" W.; to latitude 47°00'40" N., longitude 122°41'40" W.; to latitude 47°04'35" N., longitude 122°41'30" W.; to latitude 47°05'25" N., longitude 122°38'00" W.; to the point of beginning.
 Designated altitudes. Surface to 14,000 feet MSL.
 Time of designation. Continuous.
 Controlling agency. Federal Aviation Agency, McChord Approach Control.
 Using agency. Commanding General, Fort Lewis, Wash.

AMENDMENTS On publ. (8/10/61) 26 F.R. 7203 (Rewritten); 5/3/62 27 F.R. 2452 (Rewritten);

R-6705 Juan De Fuca, Wash.

Boundaries. Beginning at Lat. 48°14'30" N, Long. 123°42'00" W; to Lat. 48°10'30" N, Long. 123°42'00" W; thence one-half mile N of and parallel to the N coast of Washington to Lat. 48°18'35" N, Long. 124°25'00" W; to Lat. 48°24'30" N, Long. 124°25'00" W; thence along the United States-Canadian border to the point of beginning.
 Designated altitudes. Surface to 1,000 feet MSL.
 Time of designation. Continuous.
 Using agency. Commanding Officer, NAS Whidbey Island, Wash.

AMENDMENTS On publ. (8/10/61) 26 F.R. 7203 (Rewritten);

R-6707 Queets, Wash.

Boundaries. Beginning at Lat. 47°29'25" N, Long. 124°25'00" W; clockwise along the arc of a 3-mile radius circle centered at Lat. 47°27'00" N, Long. 124°24'15" W to Lat. 47°24'25" N, Long. 124°24'30" W; thence 3 nautical miles from and parallel to the shoreline to the point of beginning.
 Designated altitudes. Surface to 12,000 feet MSL.
 Time of designation. Sunrise to sunset.
 Using agency. Commanding Officer, NAS Whidbey Island, Wash.

AMENDMENTS On publ. (8/10/61) 26 F.R. 7204 (Rewritten);

R-6708 Rosario Strait, Wash.

Boundaries. A circular area with a 1 nautical mile radius centered at Lat. 48°29'06" N, Long. 122°45'42" W.
 Designated altitudes. Surface to 1,000 feet MSL.
 Time of designation. Continuous.
 Controlling agency. Federal Aviation Agency, Seattle ARTC Center.
 Using agency. Commanding Officer, NAS Whidbey Island, Wash.

AMENDMENTS On publ. (8/10/61) 26 F.R. 7204 (Rewritten);

R-6710 Spokane, Wash. (International Airport), Restricted Area/Military Climb Corridor.

Boundaries. The area centered on the 351° radial of the Spokane VORTAC extending from 8.55 miles N of the VORTAC to 33.55 miles N of the VORTAC, having a width of 2.5 miles at the beginning and expanding uniformly to a width of 5.8 miles at the outer extremity.

Designated altitudes.

4,500 feet MSL to 17,500 feet MSL from 8.55 miles N of the VORTAC to 9.55 miles N of the VORTAC.
 4,500 feet MSL to flight level 265 from 9.55 to 10.55 miles N of the VORTAC.
 4,500 feet MSL to flight level 270 from 10.55 to 13.55 miles N of the VORTAC.
 8,500 feet MSL to flight level 270 from 13.55 to 18.55 miles N of the VORTAC.
 12,500 feet MSL to flight level 270 from 18.55 to 23.55 miles N of the VORTAC.
 17,500 feet MSL to flight level 270 from 23.55 to 28.55 miles N of the VORTAC.
 21,500 feet MSL to flight level 270 from 28.55 to 33.55 miles N of the VORTAC.
 Time of designation. Continuous.
 Controlling agency. Federal Aviation Agency, Spokane Approach Control
 Using agency. Commander, 116th Fighter Interceptor Squadron, Spokane, Wash.

AMENDMENTS On publ. (8/10/61) 26 F.R. 7204 (Rewritten);

R-6711 Tacoma, Wash. (McChord AFB), Restricted Area/Military Climb Corridor.

Boundaries. The area centered on the 316° radial of the McChord AFB VOR extending from 5 miles NW of the airbase (Lat. 47°08'20" N, Long. 122°28'05" W) to 32 miles NW of the airbase, having a width of 2 miles at the beginning and expanding uniformly to a width of 4.6 miles at the outer extremity.

Designated altitudes.

2,300 feet MSL to 15,300 feet MSL from 5 miles NW of the airbase to 6 miles NW of the airbase.
 2,300 feet MSL to flight level 243 from 6 to 7 miles NW of the airbase.
 2,300 feet MSL to flight level 270 from 7 to 10 miles NW of the airbase.
 6,300 feet MSL to flight level 270 from 10 to 15 miles NW of the airbase.
 10,300 feet MSL to flight level 270 from 15 to 20 miles NW of the airbase.
 15,300 feet MSL to flight level 270 from 20 to 25 miles NW of the airbase.
 19,300 feet MSL to flight level 270 from 25 to 32 miles NW of the airbase.
 Time of designation. Continuous.
 Controlling agency. Federal Aviation Agency, McChord Approach Control
 Using agency. Commander, McChord AFB, Wash.

AMENDMENTS On publ. (8/10/61) 26 F.R. 7204 (Rewritten);

R-6713 Whidbey Island, Wash.

Boundaries. Beginning at Lat. 48°25'00" N, Long. 123°05'00" W; to Lat. 48°23'00" N, Long. 123°06'00" W; to Lat. 48°16'30" N, Long. 123°03'00" W; to Lat. 48°16'30" N, Long. 122°55'30" W; to Lat. 48°19'45" N, Long. 122°46'30" W; to Lat. 48°25'00" N, Long. 122°53'30" W; to the point of beginning.

Designated altitudes. Surface to 10,000 feet MSL.

Time of designation. 0700 to 2400 PST.

Controlling agency. Federal Aviation Agency, Seattle ARTC Center

Using agency. Commanding Officer, NAS Whidbey Island, Wash.

AMENDMENTS On publ. (8/10/61) 26 F.R. 7204 (Rewritten);

R-6714 Yakima, Wash.

Boundaries. Beginning at latitude 46°51'00" N., longitude 119°58'00" W.; along the W shore of the Columbia River, to latitude 46°39'00" N., longitude 119°55'30" W.; to latitude 46°33'00" N., longitude 119°55'30" W.; to latitude 46°33'00" N., longitude 120°13'00" W.; to latitude 46°40'35" N., longitude 120°26'35" W.; to latitude 46°43'00" N., longitude 120°26'38" W.; to latitude 46°51'00" N., longitude 120°21'30" W.; to latitude 46°51'00" N., longitude 120°16'30" W.; to latitude 46°54'30" N., longitude 120°15'00" W.; clockwise along the arc of a 12-mile radius circle centered at latitude 46°44'45" N., longitude 120°20'00" W.; to latitude 46°51'00" N., longitude 120°08'30" W.; to the point of beginning.

Designated altitudes. Surface to 65,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Seattle ARTC Center.

Using agency. Commanding General, Fort Lewis, Wash.

AMENDMENTS On publ. (8/10/61) 26 F.R. 7204 (Rewritten); On publ. (12/29/61) 26 F.R. 12683 (Rewritten);

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R-6715 Richland, Wash.

Boundaries. Beginning at latitude 46°48'00" N., longitude 119°35'00" W.; to latitude 46°48'00" N., longitude 119°25'00" W.; to latitude 46°45'00" N.; longitude 119°20'00" W.; to latitude 46°30'00" N., longitude 119°20'00" W.; to latitude 46°30'00" N., longitude 119°13'00" W.; to latitude 46°20'00" N., longitude 119°13'00" W.; to latitude 46°30'00" N., longitude 119°47'00" W.; to latitude 46°40'00" N., longitude 119°47'00" W.; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Using agency. Manager, Atomic Energy Commission, Richland, Washington

AMENDMENTS On publ. (9/21/61) 26 F.R. 8883 (Added);

§ 608.68 West Virginia

§ 608.69 Wisconsin

R-6901 Camp McCoy, Wis.

Boundaries. Beginning at latitude 44°08'40" N., longitude 90°44'00" W.; to latitude 44°08'40" N., longitude 90°40'20" W., to latitude 44°09'30" N., longitude 90°40'20" W.; to latitude 44°09'30" N., longitude 90°36'45" W.; to latitude 44°00'00" N., longitude 90°36'45" W.; to latitude 44°00'00" N., longitude 90°35'46" W.; to latitude 43°56'20" N., longitude 90°35'46" W.; to latitude 43°56'20" N., longitude 90°44'00" W.; to point of beginning.

Designated altitudes. Surface to flight level 250

Time of designation. May 23 through September 5.

Using agency. Commanding Officer, Camp McCoy, Wis

AMENDMENTS On publ. (8/10/61) 26 F.R. 7204 (Rewritten);

AMENDMENTS On publ. (10/4/61) 26 F.R. 9336 (Rewritten);

R-6902 Sheboygan, Wis.

Boundaries. Beginning at Lat. 43°45'00" N, Long. 87°10'00" W; to Lat. 43°20'00" N, Long. 86°30'00" W; to Lat. 43°16'00" N, Long. 86°30'00" W; to Lat. 43°15'15" N, Long. 87°09'00" W; to the point of beginning.

Designated altitudes. Surface to flight level 650

Time of designation. 0730 to 1700 CST.

Using agency. Commanding Officer, NAS Glenview, Ill

AMENDMENTS On publ. (8/10/61) 26 F.R. 7204 (Rewritten);

R-6903 Sheboygan, Wis.

Boundaries. Beginning at latitude 43°45'00" N., longitude 87°10'00" W.; to latitude 43°15'15" N., longitude 87°09'00" W.; to latitude 43°14'20" N., longitude 87°44'30" W.; to latitude 43°45'00" N., longitude 87°39'20" W.; to the point of beginning.

Designated altitudes. Surface to flight level 450

Time of designation. Sunrise to sunset.

Using agency. Commander, Permanent Field Training Site, Volk Field, Camp Douglas, Wis

AMENDMENTS On publ. (8/10/61) 26 F.R. 7204 (Rewritten); 9/1/61 26 F.R. 7962 (Changed);

On publ. (3/23/62) 27 F.R. 2721 (Rewritten);

R-6904 Volk Field, Wis.

Boundaries. Beginning at Lat. 44°16'00" N, Long. 89°59'00" W; to Lat. 44°12'00" N, Long. 89°59'00" W; to Lat. 44°12'00" N, Long. 90°07'00" W; to Lat. 44°16'00" N, Long. 90°07'00" W; to the point of beginning

Designated altitudes. Surface to 20,000 feet MSL.

Time of designation. Sunrise to sunset.

Using agency. Adjutant General, State of Wisconsin, Madison, Wis

AMENDMENTS On publ. (8/10/61) 26 F.R. 7204 (Rewritten);

AMENDMENTS 9/1/61 26 F.R. 7962 (Changed);

R-6905 Madison, Wis. (Truax Field), Restricted Area/Military Climb Corridor.

Boundaries. The area centered on the 003° radial of the Truax VOR extending from 5 miles N of the airport (Lat. 43°08'15" N, Long. 89°20'10" W) to 32 miles N of the airport, having a width of 2 miles at the beginning and expanding uniformly to a width of 4.6 miles at the outer extremity.

Designated altitudes.

2,900 feet MSL to 15,900 feet MSL from 5 miles N of the airport to 6 miles N of the airport.

2,900 feet MSL to flight level 249 from 6 to 7 miles N of the airport.

2,900 feet MSL to flight level 270 from 7 to 10 miles N of the airport.

6,900 feet MSL to flight level 270 from 10 to 15 miles N of the airport.

10,900 feet MSL to flight level 270 from 15 to 20 miles N of the airport.

15,900 feet MSL to flight level 270 from 20 to 25 miles N of the airport.

19,900 feet MSL to flight level 270 from 25 to 32 miles N of the airport.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Madison Approach Control.

Using agency. Commander, 325th Fighter Interceptor Squadron, Truax Field, Madison, Wis

AMENDMENTS On publ. (8/10/61) 26 F.R. 7204 (Rewritten);

§ 608.70 Wyoming

R-7001 Guernsey, Wyo.

Boundaries. Beginning at latitude 42°30'00" N., longitude 104°54'30" W.; to latitude 42°30'00" N., longitude 104°40'00" W.; to latitude 42°23'00" N., longitude 104°40'00" W.; to latitude 42°19'00" N., longitude 104°45'00" W.; to latitude 42°18'00" N., longitude 104°45'00" W.; to latitude 42°19'30" N., longitude 104°51'00" W.; to latitude 42°24'00" N., longitude 104°54'30" W.; to the point of beginning

Designated altitudes. Surface to 23,500 feet MSL.

Time of designation. 0700 to 2200 m.s.t., May 15 through September 5.

Controlling agency. Federal Aviation Agency, Casper, Wyo., Flight Service Station.

Using agency. Adjutant General, State of Wyoming.

AMENDMENTS 4/5/62 27 F.R. 1355 (Added);

§ 608.71 Puerto Rico

R-7101 Culebra Island, P.R.

Boundaries. The airspace over Culebra Island and the surrounding waters extending to the 3-nautical mile limit from the shoreline.

Designated altitudes. Surface to flight level 500

Time of designation. During VFR weather conditions, and only after issuance of NOTAMS by the Commandant, 10th Naval District at least 48 hours prior to firing. NOTAMS also to be issued upon cessation of firing.

Using agency. Commander, Caribbean Sea Frontier, San Juan, P R

AMENDMENTS On publ (8/10/61) 26 F.R. 7204 (Rewritten);

R-7102 Punta Figuras, P. R.

Boundaries. Beginning at Lat. 17°58'22" N, Long. 65°58'50" W; to Lat. 17°55'35" N, Long. 65°57'10" W, thence 3 nautical miles from and parallel to the shoreline to Lat. 17°51'55" N, Long. 66°14'10" W; clockwise along the arc of a 25,000 yard radius circle centered at Lat. 17°57'48" N, Long. 66°02'54" W to Lat. 17°53'05" N, Long. 66°14'50" W; to Lat. 17°57'23" N, Long. 66°05'06" W; to the point of beginning

Designated altitudes. Surface to 30,000 feet MSL.

Time of designation. Sunrise to sunset during periods of unrestricted visibility and only after issuance of NOTAMS by the Commandant. 10th Naval District at least 48 hours prior to firing

NOTAMS also to be issued upon cessation of firing.

Using agency. Commanding General, U. S. Army Caribbean, San Juan, P R

AMENDMENTS On publ (8/10/61) 26 F.R. 7204 (Rewritten);

R-7103 Salinas, P.R.

Boundaries. Beginning at Lat. 18°03'00" N, Long. 66°14'35" W.; to Lat. 18°01'16" N., Long. 66°15'14" W.; to Lat. 17°59'57" N., Long. 66°16'00" W.; to Lat. 17°59'16" N., Long. 66°17'11" W.; to Lat. 18°01'00" N., Long. 66°19'58" W.; to Lat. 18°01'53" N., Long. 66°18'53" W.; to Lat. 18°02'34" N., Long. 66°18'47" W.; to Lat. 18°03'25" N., Long. 66°17'54" W.; to Lat. 18°04'07" N., Long. 66°17'00" W.; to point of beginning.

Designated altitude. Surface to 12,000 feet MSL.

Time of designation. Continuous, June 1 through August 31; and sunrise to sunset, Saturday and Sunday, September 1 through May 31.

Using agency. Commanding General, U. S. Army Caribbean, San Juan, P.R.

AMENDMENTS On publ. (8/10/61) 26 F.R. 7205 (Rewritten); 3/8/62 27 F.R. 562 (Rewritten);

R-7104 Vieques Island, P.R.

Boundaries. The airspace over Vieques Island and the surrounding waters extending to the 3 nautical mile limit from the shoreline.

Designated altitudes. Surface to flight level 500.

Time of designation. Continuous, but only after issuance of NOTAMS by the Commandant, 10th Naval District, at least 48 hours prior to firing. NOTAMS to contain information concerning time of cessation of firing.

Using agency. Commander, Caribbean Sea Frontier, San Juan, P R

AMENDMENTS On publ (8/10/61) 26 F.R. 7205 (Rewritten);

§ 608.72 Guam

R-7201 Nafatan Rock, Guam.

Boundaries. The area within a 5-nautical mile radius of Lat. 14°50'00" N, Long. 145°32'00" E. excluding the portion which lies 3 nautical miles beyond the shoreline.

Designated altitudes. Surface to flight level 600.

Time of designation. Continuous.

Using agency. Commanding Officer, NAS Agana, Guam.

AMENDMENTS On publ. (8/10/61) 26 F.R. 7205 (Rewritten);

